

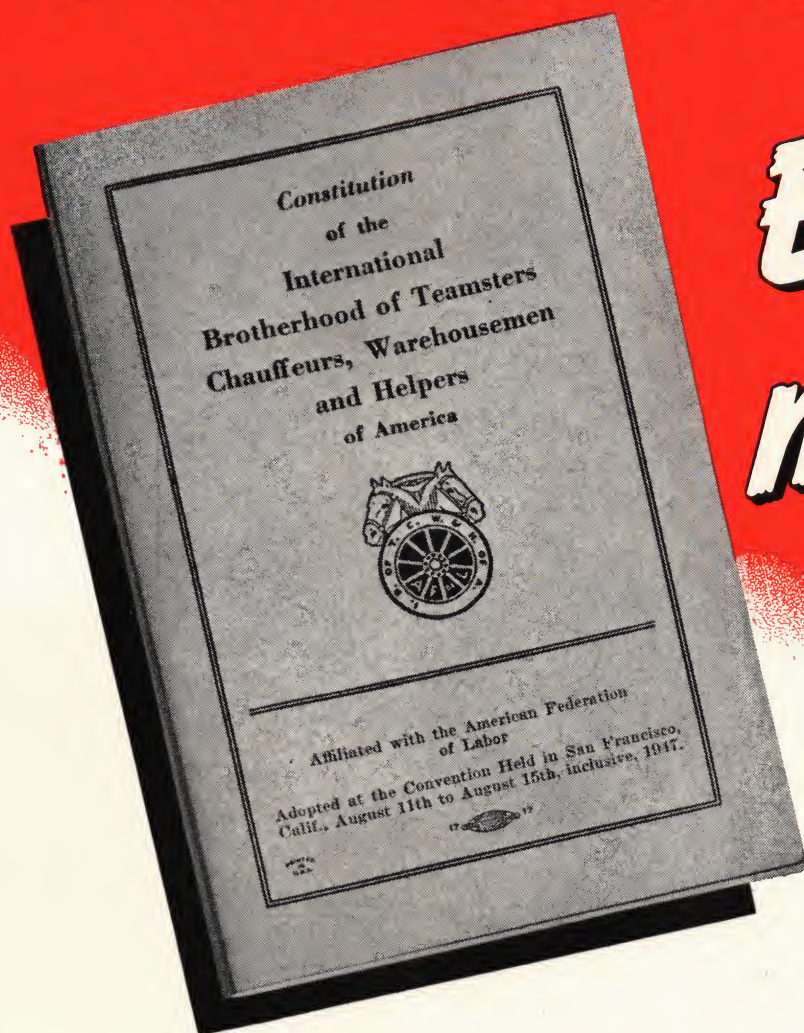


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Story page 5

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The International Teamster



DANIEL J. TOBIN • Editor
THOMAS E. FLYNN • Assistant Editor

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FEBRUARY, 1949

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Rich Heritage

Fewer speeches were ever delivered which have won immortality so unquestionably as the famous Gettysburg Address given by Abraham Lincoln, whose birthday we celebrate this month. In that famous speech appeared the phrases which have come to be the theme for hope, faith and action of free democratic peoples—"government of the people, by the people and for the people." It is well, therefore, that we reexamine President Lincoln's inspiring eloquence, for these are times in which government of, by and for the people must be guarded, cherished and protected. Our heritage of freedom was won through countless struggles. Let us each, therefore, pause a moment and rededicate himself to doing what he can to help preserve this great heritage.

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Timely Remarks

by DANIEL J. TOBIN

THE FOLLOWING is an extract from the speech delivered by Albert Woll before the Convention of the American Federation of Labor in Cincinnati in November, 1948.

Read carefully and think for yourself of the dangers surrounding the Teamsters' Union as a result of this law, and you will understand why the Teamsters' Union is determined to repeal this law. The record shows that Democrats and Republicans alike voted for this damnable legislation and the bill was signed by President Truman.

The Chicago Conference reported on later in this issue of *The Teamster* heard Brother Woll condemn the Hobbs Act before the delegates who met to work out our trade division organizing campaign. Nearly 1,000 of our members from all over the country heard our counsel explain the implications of the vicious Hobbs Act.

I am glad that these members had an opportunity to hear from our counsel the story of the Hobbs Act and what it means. The sooner we understand it the sooner we will be able to pull together and work toward wiping it off the books.

The Hobbs Act

"Another law, this one a federal law, which in its limited field is as inimical to labor as the Taft-Hartley Act, is the so-called Hobbs Act. Under this Act, which was aimed directly at the Teamsters' Union to endanger their legitimate activities, there is ever present the possibility that any labor activity in the transportation field which is not conducted with the politeness of an Alphonse and Gaston relationship may be construed as a threat of extortion punishable as a felony. It contains the outrageous penalty of a maximum prison sentence of 20 years and a \$10,000 fine. The proponents of this bill, prior to its passage, asserted that they sought only to prohibit

persons from engaging in robbery and extortion in interstate commerce, and the Attorney General of the United States assured the President, before he signed this bill, that in his opinion—and I quote: 'The bill was not intended and should not be construed to deprive labor of any of its recognized rights, including the right to strike, to picket and take other legitimate and peaceful concerted action.'

"Notice carefully the language 'other legitimate and peaceful concerted action.' Who, may I ask, is to determine what constitutes legitimate and peaceful concerted action, and what tests will he use in arriving at this determination? Is there not, in this qualification, the hidden danger to labor when it is engaged in a life-and-death dispute with an employer? What assurance is there that some other Attorney General may not in time water away the qualifications or see violence in concerted action, where none exists, or be misled by the misrepresentation of facts easily made in the heat of a labor dispute. Then, too, even if not utilized except in a clear and unquestioned case, does not the possibility of the use of this statute constitute a constant threat of such magnitude that it operates as a deterrent to effective utilization of labor's full economic strength? I indict this statute as unnecessary, since there are appropriate state laws against robbery and extortion. I convict it as being highly discriminatory, and I condemn it as designed to frustrate legitimate labor activities by placing around labor in these activities the ever-present threat of penitentiary walls and the brand of criminal.

The Lea Act

"In its report to you at the last convention, the Executive Council called attention to three cases then in the process of court litigation. One case involved a criminal prosecution instituted by the Government against the President of the American Federation of Musicians, James C. Petrillo, as a result of his attempt to test the legality of certain provisions of the Lea Act, restricting labor in the field of radio broadcasting. At the time of the 1947 report, the Supreme Court of the United States had refused to pass upon the principle constitutional issues raised and had returned the case to the District Court for trial. Since then, this trial was held and resulted in a finding by the District Judge that the President of the American Federation of Musicians had not violated the law."

'Shoestring' Trucking Revealed

THE WEEK of January 10 found a small portion of the household-goods-moving industry brazenly impugning the desultory attempts of the Interstate Commerce Commission to correct the evils of truck leasing. Now, everybody knows that the manipulators steering the Allied Van Lines, the Aero-Mayflower Company, United Van Lines, Grayvan Co., and North American Van Lines have received more than sympathy from the I. C. C. during its era of inertia.

Knew the Business

The first witness concerned with household-goods moving was Robert W. Wilson of New York, president of American Van Lines, Inc., of New York City; president of Independent Movers and Warehousemen's Association, Inc., of Washington, D. C.; and executive vice president of Atlas Van Lines of Chicago, Ill.—there was no doubt about his knowledge of the moving business. He stated: "Leases are entered into by household-goods carriers to accomplish several purposes. One is in respect to diversion of traffic between carriers. They live under constant threat that they are performing some form of unauthorized brokerage, and they tried to overcome that by means of some leasing arrangement. The more imperative reason is the fact that so many carriers have a very narrow pin-point radial operation and, in order to overcome these restrictive certificates, they enter into leasing as a desperate effort to legitimize what is otherwise unlawful operation. . . .

"In my opinion, the [proposed] rules are very good as far as they go but, unfortunately, they simply touch the high spots. We have several desperate diseases in the household-goods field, and the application of a little salve on the diseases will

Testimony of Officials of Household Goods Moving Industry Before ICC Reveals Vast Volume Of Business—Far Greater Than Investment

perhaps cancel them, but they will break out unless the cause is found. You must go beyond the purpose of the lease to find that out. . . .

"The Interstate Commerce Commission is 100 per cent right in beginning this proceeding. All I am fearful of is that they might stop there. . . ."

Mr. Thomas, president of Allied Van Lines, wants his company excluded from any of the proposed I. C. C. regulations because his people are getting sick and tired of such mischievous meddling in the public interest; and, after all, the I. C. C. has already dignified the plan of operation of Allied Van Lines, so it better hesitate on digging up the corpse for another look.

Well-worn Dodge

The well-worn trade association dodge of pushing a secretary out in front for those chaps too timid or too apprehensive to withstand the rigid cross-examination of the Teamsters' attorneys was the next make-shift in the confusing case of the movers. James F. Rowan, executive secretary of an outfit called the Household Goods Carriers Bureau, took the stand to insist that only 10 per cent of the movers were rascals. He wanted all and sundry to know that this industry was concerned only with its desire to serve the general public. Picking up a fast buck by a household-goods mover was unmentionable when Mr. Rowan was on the stand. Rowan wants special treatment for his industry; his people, according to him, are comparable to bankers—the word "gypsy" doesn't sound nice to Rowan. He

waves on high, regulations now in effect for the movers as having been sponsored and welcomed by his industry, and he proposes that all regulations develop that way.

Mr. Larimore, assistant secretary of United Van Lines of St. Louis (the top brass of United was conspicuously absent), testified that his company is owned by 107 moving companies; the stockholders are certificated carriers of the I. C. C.; United owns 63 tractors and 56 trailers; it hires under lease 834 tractors and 828 trailers; it has 200 per cent turn-over per year of its own drivers. From the foregoing, one wonders how United Van Lines ever proved to the I. C. C. that it was "fit, willing, and able to perform the services proposed."

Don Kenworthy, vice president of Aero-Mayflower Transit Company of Indianapolis, stated that his company is a closed corporation of 25 stockholders; it has 716 employees and 435 agents; began leasing equipment from agents in 1945; has 510 vehicles under lease, owns 14 motor vans and 356 tractors and trailers; claims his company makes more money on owned equipment than on leased equipment.

Shoestring Investment

Mr. V. E. Freeman, vice president of North American Van Lines, states that his owner-operators receive from 23-27 cents per mile for truck and driver. North American also does a nation-wide business on a shoestring investment—with the approval of the I. C. C.

Mr. A. F. Schertzberg, vice pres-

(Continued on page 30)

President Tobin's Message to Conference

MR. DAVE BECK, *Executive Vice President,*
International Brotherhood of Teamsters, Chauffeurs,
Warehousemen and Helpers of America.

DEAR SIR AND BROTHER:

In view of the fact that it is almost impossible for me to be present at this conference of the several important divisions of the International Brotherhood of Teamsters, I am sending you this message of greeting and good will, with hope and anticipation that out of this conference will come a unity of action which will guide and protect the membership of the divisions whose representatives are participating in this conference.

The International Union is strong numerically and financially, but in all of my years I have never known any period, even during the days of depression, from the years 1930 to 1933, with millions of men and women out of work—I repeat I have at no time known a period in which the Labor Movement was in greater danger of blundering and making mistakes than confronts labor at this time. Therefore, the continued success or even the present status of your membership and of the International Brotherhood of Teamsters depends on its leadership and on the men who are chosen to represent the general membership of their several unions and districts, throughout our jurisdiction.

Bear this in mind—that it takes courage, as well as brains, and the gift of being able to look into the future, to direct the men and women of labor at this crucial moment.

I am not a pessimist. I believe in the progress of the human race. No pessimist who ever lived would be able to guide and direct this great brotherhood as long as it has been my privilege to do so. The world today is in great danger of being set back a century. I believe that it necessitates and requires courage and firmness, even to the extent of disagreeing with our membership when we know, from experience, that men and nations can make mistakes that it takes generations to overcome. Europe and the great nations of Europe and Asia have blundered more than once within the last fifty years. Labor unions have made mistakes. Yes, many mistakes, that have set back labor more than once. The adoption of the Taft-Hartley law and other laws such as the Hobbs Bill, can be charged somewhat indirectly to the leadership of the Labor Movement. Some leaders, greedy for power, but weakened by lack of courage and their ambition for the limelight, have almost destroyed the Labor Movement more than once in the past fifteen years. They were really doing the job capital could not do against labor, encouraged by blind, hateful employers. Teamsters have held their own, but on more than one occasion by a very narrow margin. The rank and file of the membership are not experienced and know nothing of the struggles which we endured to bring our Organization to the position that it holds today. There is no use in having officers of local unions unless they lay the law down to their membership, even at the risk of losing their positions; and I have never known a local officer to be defeated for office who had the courage to disagree with his membership when he believed they

were wrong, if otherwise he had done his work and attended to his business.

As we were forced to clean our house more than once in our early days, we must now again clean out the radicals and extremists who are endeavoring to gain control of our local unions. I depend upon conferences such as you are now holding to help towards accomplishing what I have referred to above. Unless you can do this now or within the next two or three years your Organization may be shattered and broken with dissension and with foolish, unnecessary stoppage of work which could be avoided. Sure, it is a certainty that the power of the Teamsters can tie up any industry and by doing so we may also tie up ourselves, our families and weaken or destroy the prestige of our union, for which prestige and strength men in the past have given their lives.

I am confident that you will prove true to your responsibilities, not for my individual benefit but for the good of the Brotherhood and for the continued betterment of the working men and women of America, especially the membership of our International and their families.

Today the International Union is stronger numerically and financially than ever in its history, but Germany was never stronger than it was in 1914 as a great world power and military nation, and again it was never stronger than when it brought about the second great world war under the leadership of a radical socialist whose doctrines were almost as dangerous under Nazism as the Communistic Movement in Russia is now under the leadership of Stalin and his associates.

The Labor Movement can blunder, is more liable to blunder when it is powerful than when it is in a weakened or struggling condition and this goes for all the local unions that you represent, which have made you and I what we are, their leaders and representatives.

Bear this in mind, any time you direct and prevent disturbances within your union; every time you direct and prevent by your strategies and brains an attempt to disrupt the union; every time you reach agreements without strikes with your employers, such occasions are to your great credit and make for the solidification of the local unions you represent. All this strengthens and continues the success and good will now enjoyed by your International Union.

I bid you, in this month of January, in the year 1949, God speed in your undertakings and I pray to God to direct your discussions and counsel your decisions and to give you the strength when you finish your work to continue that splendid, God-given unity of understanding which has brought your International to the position which it enjoys today, not only in America but in every civilized nation throughout the world. Your passwords should be "United we stand, divided we fall." A chain is no stronger than its weakest link. Only the good men do lives after them.

Fraternally yours,

(Signed) DANIEL J. TOBIN,
General President.

Teamster Trades Divisions Speed National Organizing Campaign

THE NATIONAL organizing machinery of the International Brotherhood of Teamsters shifted into high gear with the successful conclusion of the General Organizing Conference of four National Trades Divisions held in Chicago January 17 to 20. Nearly 1000 representatives were present at the four-day sessions representing Over-the-Road, Driveaway, Automotive Trades and Warehouse locals.

Successful Session

The conference closed on what Executive Vice President Dave Beck, chairman, termed an "outstandingly successful series of meetings" with the following accomplishments:

1. Advanced the organization and development of the machinery and structure of the four divisions;
2. Scheduled an intensive 15-day organization drive in over-the-road operations, beginning April 1;
3. Adopted a national publicity and education program to stimulate the use and recognition of the Union Service shop card as an agency of organization in the automotive field;
4. Heard Senator Burton K. Wheeler, special counsel; Albert Woll, national counsel, Albert Evans, International Organizer; and Frank Tobin of the General Office, discuss the progress and implications of the hearings now pending before the Interstate Commerce Commission as they affect the members of the International and the general public;
5. Heard a commendatory message from General President Daniel J. Tobin and a stirring address from General Secretary-Treasurer John F. English;
6. Heard a ringing denunciation of communism and alien philos-

Machinery Goes Into High Gear as 1,000 Delegates Conclude Successful Session; Wheeler, Beck, English, Address Conference

ophies from Executive Vice President Dave Beck;

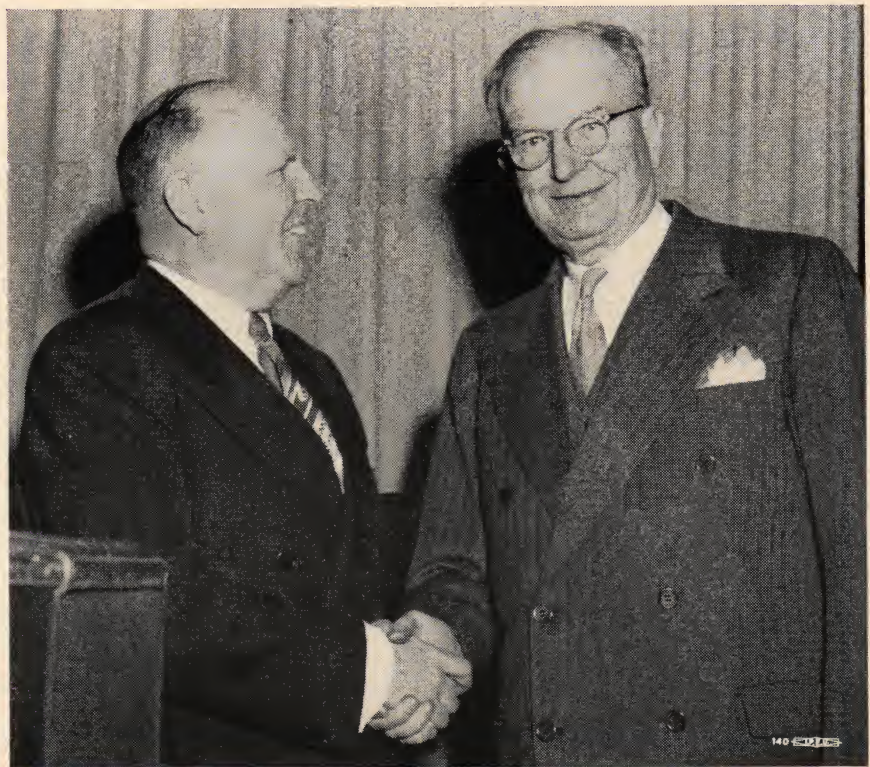
7. Received pledges of financial support and heard Executive Vice President Beck emphatically enunciate the policy of voluntary support of trade division activity with no taxation or interference on the autonomy of any local union, joint council or district organization.

Trucking Representative

8. Went on record to demand that the next vacancy of the Inter-

state Commerce Commission be filled by an appointee from the trucking field and one familiar with trucking problems;

9. Adopted a resolution condemning the arbitrary and unprincipled attitude of the Pacific Fruit and Produce Company, Gamble-Robertson Company and other affiliated firms and pledging a 100 per cent support of the local unions in Oregon and elsewhere, which have been forced to strike for decent and equitable conditions;



SENATOR WHEELER WELCOMED—Executive Vice President Dave Beck welcomes Senator Burton K. Wheeler to the General Organizing Conference of the National Trades Divisions. Senator Wheeler, leading expert in transportation laws and regulations, was the principal speaker at the Chicago conference. He is special counsel for the International Brotherhood of Teamsters.

10. Received a report of rapid progress in the Truckaway and Driveaway fields from Policy Committee Chairman James Hoffa, Detroit, who said the division is approximately 95 per cent organized;

11. Received a progress report from the Warehouse Trade Division in which Chairman Edward Hartsough, Philadelphia, said that a national office is being established at Seattle with a statistician to compile necessary data;

12. Scheduled meetings March 1, 2 and 3 in Chicago of five additional trade division groups to develop and perfect organizational plans and structure — laundry and dry cleaning, retail delivery, dairy and creamery employes, beverages, and miscellaneous divisions.

Gompers Principles

Setting the keynote of the trades divisions meetings Executive Vice President Beck, quoting the late Samuel Gompers, said, "We just must recognize the first principles which were so ably expounded by the great Samuel Gompers, that an injury to one is an injury to all.

We must construct a powerful organizing machine in the interest of the men and women whom we have the honor to represent."

The meetings which opened Monday, January 17, with a general session had 984 registered delegates from all parts of the United States, and representatives from Canada and Alaska. General sessions of the entire conference were held on the opening and closing days with policy committee meetings and general sessions of the trades divisions held during each day of the conference.

Wheeler Speaks

Senator Burton K. Wheeler, for twenty-four years member of the United States Senate, was given a standing ovation when he walked into the conference auditorium to address the Teamsters. Senator Wheeler, former chairman of the powerful Interstate Commerce Committee of the Senate, is regarded as one of the nation's foremost experts in the laws and regulations governing transportation and communications industries.

In addressing the Teamsters, Senator Wheeler said that intervention

by the International Brotherhood of Teamsters before the Interstate Commerce Commission, for the purpose of forcing fair and reasonable regulation of the trucking industry, especially insofar as the leasing of equipment is concerned, is vitally necessary not only in the public interest, but imperative if the safety, wages, hours and working conditions of the union drivers are to be protected.

The fight to bring to the attention of the I. C. C. in public hearings, the practices, evasions and activities of the trucking industry, particularly of the so-called gypsy operators, was outlined in detail by Senator Wheeler. He said when he went before the hearing examiner and heard the testimony of witnesses as to the activities which have been going on and the violations which have been taking place, he "was extremely shocked to see how little the transportation law was being enforced."

I. C. C. Alibi

Senator Wheeler said the I. C. C. itself complained that it did not have either the manpower or the funds to enforce effectively the regulations



REGISTRATION—Teamster delegates from all parts of the United States register for the General Organizing Conference of the National Trades Divisions held in Chicago January 17-21. Approximately 1,000 delegates attended.



OVER-THE-ROAD POLICY COMMITTEE—Seated (left to right): Louis Molnar; Emmet J. Williams; Anthony Casano; Dave Beck, chairman; Albert Evans, secretary; Gordon Conklin; Joseph Grace; Joseph Diviny, and Charles Real. Second row: William Conboy; Jack Schlaht; Einar Mohn; John Cislowski; Don Wells; John Buckley; Anthony Morris; Albert Marty; Floyd Hayes; James Hoffa; Thomas Healy, and John T. O'Brien. Back row: William Mills; J. D. White; Sidney L. Brennan; William Welch; Lloyd Huggins; Basil French; James M. Ford; Earl D. Weller; Frank W. Brewster; H. L. Woxberg, and John J. O'Rourke. Those not present when the photograph was taken include John S. Strong; Leo Carlin; Edward Finch; Patrick Ansbury; Fuller Latter, and M. R. Dixon. The Division plans an intensive organizing drive starting April 1.

which are on the books with regard to the motor transport industry. The railroad industry, the speaker pointed out, and particularly the Railroad Brotherhoods have been active in seeing that the Interstate Commerce Commission gets the necessary funds to enforce safety rules and regulations governing the railroad industry. But the trucking industry has not put forward the necessary effort to insure compliance in this newer field of transportation.

"No part of the trucking industry has a greater stake in proper enforcement than does the Teamsters' Union," Mr. Wheeler pointed out. "You have the greatest stake for three reasons—first, you have the greatest number of people of any group in the trucking industry. Secondly, your people are the ones to suffer first and most through lack of proper enforcement. And thirdly, through failure of the I. C. C. to enforce the rules properly, there is chiselling on the part of the trucking industry and a breakdown of safety practices and these in turn lead to a breakdown of the rules of your own union."

Enforce the Laws

Emphasizing the importance of proper regulation, Senator Wheeler said, "It is important to the Teams-

ters' organization and to the public that the I. C. C. be compelled to enforce the law. The commission should be given the right to cancel permits and licenses of operators which violate the law; it does not have that power now. The industry should be forced to live up to the rules and that power would greatly assist in accomplishing that end. You cannot have union wages and working conditions, however, if a Gypsy lease, one-trip operator drives all night—and they have to do it to eke out an existence—and works for virtually nothing."

'A Duty to Perform'

In closing the former Montana Senator said that the action by the International Brotherhood of Teamsters is having a "salutary effect on the trucking industry and on the Interstate Commerce Commission itself. . . You have a duty to perform not only for yourselves, but for the general public—and in your present fight you are working courageously in the public interest. I am proud to represent you."

Albert Woll, national counsel for the International, was introduced and spoke briefly on both national and state legislative matters. He termed the Taft-Hartley Act a "vicious piece of legislation which

should be immediately wiped off the books" and said it was "designed to destroy labor and the power of collective bargaining." In the national field he also blasted the Hobbs Act and said it was "aimed at the heart of the Teamsters" and is a repressive law which "we must all work toward getting repealed." The act has been used against Teamsters and will be used again, he warned.

Threat of State Laws

"Little Taft-Hartleys," anti-labor laws have been passed in 30 states, the attorney said, and are a real threat to the organized trade union movement. Unless labor is careful and defeats these vicious state laws, the speaker warned, the trade union movement will find the clock turned back to the time when the practice of organizing and bettering itself will be denied to the laboring man.

The General Secretary Treasurer, John F. English, and members of the General Executive Board were introduced at the opening session. Brother English spoke and conveyed the best wishes of General President Daniel J. Tobin who could not be present. The General President's greetings were extended in a letter read to the conference. In his message of "greeting and good will," General President Tobin said he was

sending forward his letter with "hope and anticipation that out of this conference will come a unity of action which will guide and protect the membership of the divisions whose representatives are participating in this conference."

(See page 4 for full text of letter).

Following the opening general session, the conference met in trade division meetings in order that each group might formulate its own plans of organization and action. Before adjourning for separate meetings Conference Chairman Beck gave a report on overall membership in the International Brotherhood of Teamsters.

"From January 1 to December 31, 1948," Mr. Beck reported, "the Teamsters Union had an average membership of 944,000 members and four times we went over the million mark."

He also pointed out that the trade division type of organization had proved highly successful in the western states, saying "With an area which has seven per cent of the nation's population, we have 32 per cent of the total membership of our International Union. This is proof, it seems to me, that this trade division type of organization is not only in keeping with the changing structure of business, but is highly successful as a practical matter of union organization."

Film Is Shown

During the general session a new color motion picture was given its "world premiere" before the nearly 1000 delegates present. The film, a 40-minute sound color film, is entitled "From Many—One" and portrays the operations of the Western Teamsters' Conference. The film was produced by that conference as part of the organizing effort in the 11 western states.

First of the general sessions of trade divisions was held by the Over-the-Road Division with Executive Vice President Beck as chairman of the session and Albert Evans,



Albert Woll, Teamsters national counsel, told of danger in Hobbs Act.

International Organizer, Cleveland, Ohio as secretary. The importance of the I. C. C. proceedings as discussed by Senator Wheeler was underscored by Mr. Beck and a more detailed report of the progress of the hearings was given by Secretary Evans.

The hearings in the truck leasing matter had been scheduled many months ago, Brother Evans reported, but continued postponements delayed their getting under way until October 14, 1948. Of the 107 appearances filed before the hearing examiner in Washington on the first day 106 represented trucking, railroad or allied interests and one labor—Senator Wheeler in behalf of the International Brotherhood of Teamsters.

Strategy of Delay

After several days' hearings field sessions were held a few weeks later in St. Louis. While this was part of the strategy of delay, the cross-examination of trucking interest witnesses and the appearance of truck operators who were for new rules on trip leasing began to chance the character of the hearing series. Further hearings were held in Wash-

ington and only recently, Brother Evans reported, have the Teamsters had an opportunity to put their own witnesses on the stand. When the Chicago meeting was held six witnesses had been placed on the stand by Senator Wheeler in behalf of the Teamsters with more to come when the hearings are resumed.

"The Teamsters Union has turned the hearing from what started out to be a farce into something serious. We have made great progress, but we still have a long way to go." Secretary Evans reported.

Brother Frank Tobin of the General Office and member of the committee which has been coordinating the presentation before the I. C. C. gave an additional report on the hearings at the final general session of the four trades divisions. He stressed the importance of the hearings to the future welfare of the International and praised particularly the legal work of Senator Wheeler and General Counsel Woll.

Of major importance not only to the Over-the-Road Division, but to the entire International were the plans made and schedule announced for an intensive 15 day organization drive announced beginning April 1. Details of this drive will be sent to all Teamsters Locals, it was said, and the cooperation of all will be solicited.

Establish Capital Office

"This is a most important effort," Vice President Beck said, and "I call on all of you—regardless of what type of locals you are from, to lend your strength to see that this 15-day drive is a successful one in the Over-the-Road field."

The Over-the-Road Division also adopted a resolution providing for the establishment of a national office in Washington, D. C., with organization and staff to coordinate and promote the efforts of the Union before the Interstate Commerce Commission and in the general field of its jurisdiction.

Close cooperation with all Teamsters Locals was promised by the

Over-the-Road Conference with especial emphasis on working in close collaboration with the Automotive Division and the Warehouse Division. The Over-the-Road Division also voted to support the Automotive Division which is seeking recognition of the shop card and organization of service station employees.

Probe Appointments

The conference also adopted a motion requesting the International to investigate all appointments to the Interstate Commerce Commission and that future appointees be candidates who are fully qualified and familiar with the trucking transport business and sympathetic to the Union.

Financing of the conference work, Chairman Beck pointed out, would be on a voluntary basis as are the operations of all trade division. In the final day's session Secretary Evans announced that the Central States Conference had turned over a check for \$5,000 to aid the work of the Over-the-Road Division and a \$10,000 check from the Western Conference.

Related to the Over-the-Road aims were those of the National Automotive Petroleum and Allied Trades Division. Melroy A. Horn, of St. Louis, chairman, presided. Gordon Lindsay, Seattle, is executive secretary and Edwin Dorsey, St. Louis, is secretary.

The tremendous potential for organizational work in the service station and allied fields was pointed out in a brief introductory address by Executive Vice President Beck.

"In my personal opinion," said Mr. Beck, "this is one of the two trade divisions—the other is warehouse—where the greatest organizing impetus is needed. We see before us the greatest immediate possibility of results in these fields."

Educational Drive

He urged that everyone in the International Union be made shop card conscious and that an intensive educational and publicity drive be carried forward in behalf of organizational work in the automotive field.

"We control—our own members—the use of billions of gallons of gas and great quantities of all in the cars and trucks we drive. Our

job is to see that these vehicles are filled from unionized establishments. And unless we patronize unionized stations, how can we ask our sister unions to do so? And if we do organize the service station industry, we can then ask our sister AFL locals—the barbers, the bakers, the restaurant workers and all the rest to have their cars serviced only at union places. We have a great weapon in our hand if we but use it," Mr. Beck said.

Three resolutions were adopted by the Automotive Division designed to stimulate work of the conference. An extended program of publicity and a public relations committee were authorized. The resolution asked the committee to call for advice and assistance upon R. J. Benjamin, editor, *Washington Teamster*, Raymond Lehaney, Director of Public Relations, Joint Council No. 42, Los Angeles, and Maury Rubin, Editor, *St. Louis Labor Tribune*.

Promote Shop Card

Intensive publicity in promoting the union shop card was directed in a four-point resolution. Each Teamster local and joint council paper will



AUTOMOTIVE TRADE DIVISION POLICY COMMITTEE—Front row (left to right): Joseph Caminiti; Edward Heck; Melroy Horn, chairman; Gordon Lindsay, executive secretary; Edwin Dorsey, secretary, and Harry Jackson. Second row: Edgar Hartzler; John Smith; James White; Lester F. Baum; Robert McQuarrie, and Daniel DeGregory. Top row: Fred A. Behrens; William Sullivan; Dale Ferris; Frank A. Hatfield; Chester G. Fitzpatrick; Albert C. Helm, and John Burke. Four members of the Policy Committee were not present at the time; J. M. Rohan; Arnold Moss; Al Vignali, and Dominic J. Zenga.

be asked to carry at least one article per month on the shop card; THE INTERNATIONAL TEAMSTER, official magazine, is asked to devote space to the shop card. The International Union is asked to draft letters to the membership on the meaning and significance of the shop card, and establishment of a speakers committee is asked of all joint councils to familiarize the labor movement with the Union service card.

Aid Fleet Men

In the final resolution, aimed at aiding organization of fleet maintenance men, the trade division asked that a provision be inserted in Teamster agreements reading as follows: "All fueling, cleaning, lubricating, tire or battery service and parts department employes, or any other service necessary in the maintenance of equipment operated by members of this local union shall be performed by members of the Teamster's local having jurisdiction thereof."

"Keep it in the Family," a three reel color sound motion picture, was shown at the general session of the Automotive Trade Division. This

picture, made by the Western Conference of Teamsters in circulation for some time, is designed to impress on all Union people, particularly on Teamster members, the importance of patronizing only unionized service establishment. The importance of the shop card as shown in the picture is part of the basic publicity program of the Trade Division.

Jurisdiction Outlined

Chairman Horn displayed a detailed chart prepared by the Automotive Policy Committee which visualizes in detailed form the jurisdiction of the Automotive, Petroleum and Allied Trades Division.

Interlocked with the work of the Over-the-Road and Automotive Conferences is the work of the Warehouse Division, one of the first trade divisions to be organized on a national basis. Edward Hartsough, Philadelphia, chairman of the Warehouse Conference, presided. George E. Mock, Los Angeles, is secretary of this division and Thomas A. Green, Chicago, was named recording secretary.

An eleven-point program was

adopted by the Policy Committee of this division and subsequently approved by the trade division in its general session. Important in this program was a provision for appointing a statistician and establishing an office for the division in Seattle. The reason for selecting the Seattle location, it was pointed out, was to take advantage of additional statistical and research assistance available at the headquarters of the Western Conference of Teamsters. The general session authorized the division to apply for a National Warehouse Conference charter from the International under another resolution.

Committee Provisions

Other provisions in the policy committee's program, as adopted, provided for selection of a recording secretary (Thomas A. Greene, No. 728 of Chicago); appointment of Joseph Bernstein, No. 781, and Greene, to assist the secretary in arranging future meetings of the division. Each Policy Committee member will be an area liaison representative; joint organizing committees are asked of joint councils to aid in



NATIONAL TRUCKAWAY AND DRIVEAWAY DIVISION POLICY COMMITTEE—Seated (left to right): Don Vestal; Albert C. Helm, secretary; James Hoffa, chairman, and H. J. Elmore, Jr. Standing: Thomas Healy; William R. Walsh; Dale Ferris, and T. C. Brayton. Chairman Hoffa gave the conference an optimistic report on the division's progress.

the drive; retail driver locals will be contacted for aid and cooperation in warehouse organization; each local is asked to name an organizing committee; warehouse unions are asked to pledge at least \$50 per year per local for one year to help finance the work of the division with the committee named to meet with the General Executive Board to secure matching funds. The committee named to appear before the council includes the chairman and secretary of the Policy Committee, Edward Hartsough and George E. Mock; Joseph Bernstein, Chicago, Elmer Cole, Pittsburgh, and Leonard Geiger, New York.

Optimistic Report

An optimistic report of organization progress was placed before the general session of the Chicago conference on its closing day by James Hoffa, Detroit, chairman of the Truckaway and Driveaway Trade Division. This division, Brother Hoffa pointed out, is approximately 95 per cent organized and has reached the highest percentage of organization of any of the trade divisions, he said.

"We hope to be the first conference of the International Brotherhood of Teamsters to be 100 per cent organized," he said.

Certain problems have arisen in the driveaway field which will require action by the General Executive Board of the International before they can be resolved. Steps have been taken to have representatives of this division meet with the Board on its forthcoming sessions beginning February 9, 1949.

Company Attacked

The Pacific Fruit and Produce Company came under sharp attack in the final session of the Trades Division Conference. A resolution condemning the treatment by this company and its affiliates, the Gamble-Robertson Company and others, was unanimously adopted and the full cooperation of all Teamster locals was asked in an ef-

Parley Hears an 'Old-Timer'

*Secretary-Treasurer English Recalls
Early Days, Lauds Organizing Drive*

Out of the rich experience of more than 40 years of fighting for the Teamsters' Union, a heart-warming and inspiring message of optimism and confidence came to the General Organizing Conference in Chicago.

The speaker was John F. English, General Secretary-Treasurer.

He told the comparative "youngsters" about some of the struggles of the early days when he was a coal team driver in Boston. He told about the early days when a Teamster Local could not dare ask more than a dollar a week increase and of the time when a ten-cent-per month dues hike almost caused a rebellion.

Brother English took time off from his busy duties in the General Office at Indianapolis to come to the Trades Division Conference to lend support, counsel and inspiration. He praised the union for progressing with the times—for recognizing the struggles of the past and facing the future problems.

He said that the larger unions should help the smaller ones and if the union is to

continue its progress in the future every member must put forward unceasing efforts.

Referring to the problems of financing the trades divisions, Brother English said, "I can speak for General President Tobin and the General Executive Board when it comes to matching funds. If you go out and show that you mean business—that you are working hard and getting results, you don't need to worry about getting matching funds. We are going to get into this and help you build this organization. . . . We should leave this hall today resolving that we are all going to do a better job than we have ever done before to make this a bigger and better union than it has ever been."



John F. English

fort to reach a fair and equitable agreement with this concern and its affiliates. A strike has been in progress four months in Oregon against this company. The resolution authorized the establishment of a committee to help mobilize the resources of the Union in an effort to achieve victory over this company. The committee named by Executive Vice President Beck included Frank W. Brewster, Seattle; John T. O'Brien,

Chicago; James Hoffa, Detroit; Dave Kaplan, New York and Frank Tobin, Washington, D. C.

In his closing remarks Brother Beck pointed out and reemphasized the voluntary character of financing of the work of the trade divisions. No unions, joint council or district organization will be taxed nor its autonomy disturbed by the work of the trade division. All work will be done on a voluntary basis, he said.

In order to promote the work of these divisions, he said that Western Conference of Teamsters stands ready to extend financial aid to help get the work started.

The conference was praised for its diligence and achievements by Brother Beck who said that it had set a high standard of accomplishment for future meetings. He also announced that further trade divisions sessions would be held in Chicago on March 1, 2 and 3 when five groups will be called into session. These are engaged in laundry and dry cleaning; dairy and creamery work; beverage; retail delivery and miscellaneous activities.

A strong plea for Americanism and the American Way of Life was made by Executive Vice President Beck in his closing summary of the conference. Attacking alien ideologies which threaten our system of government and life, he said, "There is no place in our business, in our schools or in our labor movement

for Communists. We will drive out those who would poison our minds whether they ply their evil trade in the schools, in business or in our labor unions.

We all want to work together for the good of all—and in this work there is no room for the destructive influences of communism. There is simply no room for them in the Teamsters Union or in the American Labor Movement."

Over-road Group

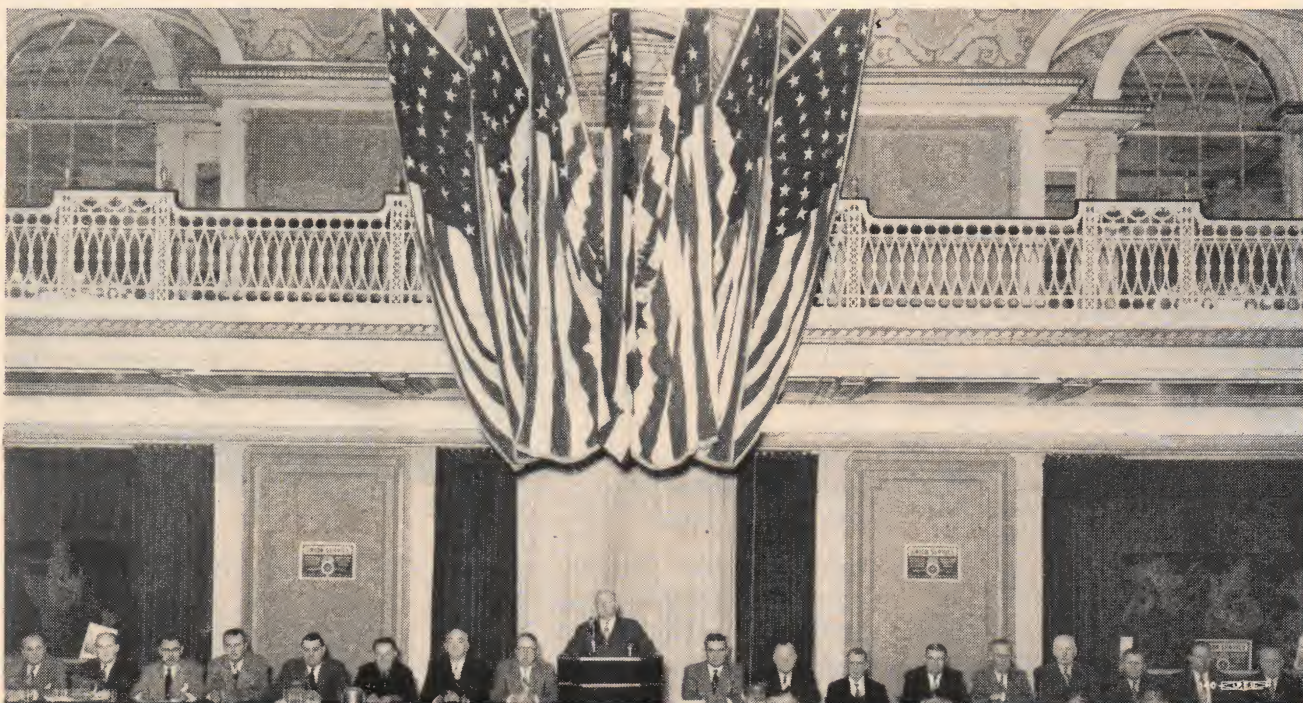
Members of the Over-the-Road Policy Committee are: Dave Beck, Chairman, Seattle, Wash.; Albert Evans, secretary; Louis Molnar, 249, Pittsburgh, Pa. Emmet J. Williams, 135, Indianapolis, Ind.; Anthony Casano, 478, Newark, N. J.; Gordon Conklin, 120, St. Paul, Minn.; Joseph Grace, 107, Philadelphia, Pa.; Joseph Diviny, 85, San Francisco, Calif.; William Conboy, 439, Stockton, Calif.; Jack Schalht, 162, Portland, Oreg.; Einar Mohn, San Francisco, Calif.; John Cislowski, 200, Milwaukee, Wis.; Don Wells, 449, Buffalo, N. Y.; John Buckley, 25, Boston, Mass.; Anthony Morris, 251, Providence, R. I.; Albert Marty, 150, Sacramento, Calif.

Floyd Hayes, 41, Kansas City, Mo.; James Hoffa, 299, Detroit, Mich.; Thomas Healy, 557, Baltimore, Md.; John T. O'Brien, 710 Chicago, Ill.; William Mills, Toronto, Canada; J. D. White, 238, Cedar Rapids, Iowa; Sidney L. Brennan, 544, Minneapolis, Minn.; William Welch, 407, Cleveland, Ohio; Lloyd Huggins, 391, Greensboro, N. C.; Basil French, 633, Manchester, N. H.; James M. Ford, 632, St. Louis, Mo.; Earl D. Weller, 100, Cincinnati, Ohio; Frank W. Brewster, 162, Seattle, Wash.; H. L. Woxberg, Los Angeles, Calif.; John J. O'Rourke, 282, New York City; John S. Strong, 807, New York City; Leo Carlin, 478, Newark, N. J.; Edward Finch, 639, Washington, D. C.; Patrick Ansbury, 89, Louisville, Ky.; Fullmer Latter, 222 Salt Lake City; M. R. Dixon, 735, Dallas, Tex., and Charles Real, 70, Oakland, Calif.

N.W.C. Committee

Members of the N.W.C. Policy Committee are: Edward J. Hartsough, chairman, Philadelphia, Pa.; George E. Mock, secretary, Seattle, Wash.; Elmer A. Cole, 636, Pittsburgh, Pa.; Leonard R. Geiger, 804, New York, N. Y.; David J. Buchanan, 647, Toronto, Canada; Fullmer H. Latter, 222, Salt Lake City, Utah; Bert Brennan, 337, Plymouth, Mich.; W.

(Continued on page 26)



TEAMSTER EXECUTIVES ATTENDING CLOSING SESSION—Frank W. Brewster, Secretary, Western Conference of Teamsters; Edward J. Hartsough, Chairman, National Warehouse Conference; Melroy A. Horn, Chairman, National Automotive, Petroleum and Allied Trades Division; George E. Mock, Secretary, National Warehouse Conference, Lew Harkins, Secretary, Western Cannery Council; B. I. Bowen, Chairman, National Produce Committee; John F. English, Secretary-Treasurer, International Brotherhood of Teamsters; William Griffin, Secretary, Retail and Sales Drivers Division of the Western Conference of Teamsters; Dave Beck, Executive Vice President of the International Brotherhood of Teamsters; Albert Evans, Secretary, Over-the-Road Conference; John T. O'Brien, Vice President, International Brotherhood of Teamsters; Michael Cashal, Vice President, International Brotherhood of Teamsters; Fred A. Tobin, International Legislative Representative; International Auditors, Ray McCall, Frank D. Brown, Fred Vershuren and James R. Braddock, Jr., and John T. Conlin, Vice President.

Delegates Assemble to Map Membership Drive



**Opening Session
General Organizing Conference
of the
National Trades Divisions**

Next Trade Parleys in March

Division Sessions Set for Five Jurisdictions: Dairy, Laundry and Dry Cleaning, Beverage Industries, and Retail and Miscellaneous Drivers

To the Secretary-Treasurers of all Teamster Local Unions:

DEAR SIR AND BROTHER:

In compliance with instructions from the General President Daniel J. Tobin, and the General Executive Board, I am herewith issuing a call for a series of Trade Division meetings, in the Morrison Hotel, in Chicago, Ill., March 1, 2 and 3, 1949. It will be our purpose to set up regularly chartered National Divisions within the framework of the International Brotherhood of Teamsters, covering the following five phases of our jurisdiction:

1. Dairy and Creamery employes, including milk drivers, and inside workers; ice cream plant workers and drivers; milk haulers, butter and cheese makers and all creamery plant employes engaged in handling both fluid milk and all milk products, and office workers.

2. Laundry and Dry cleaning drivers and solicitors.

3. Beverage employes, including all inside brewery workers, malthouse workers, platform men, drivers and salesmen; all inside soft drink workers, loaders, drivers and salesmen; all wine and liquor platform men, drivers and salesmen.

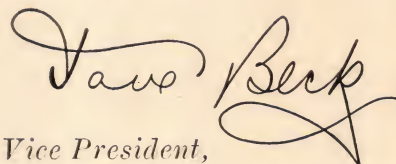
4. Retail delivery drivers, including all food, tobacco, confectionery sales and service trucks, and salesmen of all types who drive passenger cars.

5. Miscellaneous drivers, including all studio, theatrical, sanitary, armored car, newspaper and periodical drivers and circulation department employes, florist drivers, retail grocery drivers, motorcycle drivers and messengers.

If your Local Union includes members in any of the above classifications, or if you have jurisdiction in any of these divisions not completely organized, you are urged to send delegates to your National Trade Division meetings in Chicago on March 1, 2 and 3, 1949. These meetings will be of tremendous importance to your Local Union membership, for out of them will come plans for completing the organization work in these branches of our jurisdiction.

Under the leadership of your International Union, five National Trade Divisions already are functioning, serving our organization and the membership by bringing in many thousands of unorganized men and women.

Yours fraternally,



*Executive Vice President,
International Brotherhood of Teamsters,
Chauffeurs, Warehousemen and Helpers.*

Local 938 Member Wins Canadian Rodeo Championship



As other competitors look on, Eugene Riddell, a member of Local Union 938, Toronto, Canada, receives a \$150 check and a trophy signifying he is the Canadian Truck Rodeo Champion of 1948. The check was presented by Brother A. F. MacArthur, International Representative in Toronto, on behalf of the local. Brother Riddell is a driver for the Schell Transport Company. Onlookers included "Cog-Grinders," a name they earn after 100,000 miles of mountain driving.

Two-State Cartage Pact Signed

General Organizer Carl Keul Reports

On Activities of Iowa, Nebraska Locals

The Iowa and Nebraska Local Unions, through the facilities of the Iowa Conference of Teamsters, have just completed negotiations of a two-state cartage agreement with all companies who are signers of the over-the-road freight agreement.

New Agreement

The Local Unions, prior to the inception of the approach to broad negotiations, had bargained individually with the companies involved, and there were many different expiration dates of these different city cartage agreements, which under the anti-labor legislation greatly handicapped their opportunity of gaining adequate wage increases. This new agreement will expire all agreements on the annual expiration date of the over-the-road motor freight agreement, November 16, 1949.

Affected by these negotiations are 13 Local Unions: Local Union 218, Burlington, Iowa; 421, Dubuque, Iowa; 828, Mason City, Iowa; 147, Des Moines, Iowa; 650, Waterloo,

Iowa; 554, Omaha, Nebr.; 608, Lincoln, Nebr.; 844, Fort Dodge, Iowa; 790, Marshalltown, Iowa; 238, Cedar Rapids, Iowa; 383, Sioux City, Iowa; 388, Ottumwa, Iowa, and 784, Grand Island, Nebr.

A total of 215 terminals and warehouses are covered by the agreement. The number of members of our International involved is far greater than the number of over-the-road drivers covered by the over-the-road motor freight agreement in this two-state area.

This is a new experience for the Local Unions in these two states and all concerned are so well satisfied with the accomplishment that other crafts of our jurisdiction in this area are making plans to proceed to bring about like agreements.

In December, the writer was asked to participate in a discussion before the Omaha Lions Club. Following is an excerpt of a press description of the meeting:

"A new and encouraging chapter in labor-management relations was

opened here yesterday when Teamsters International Representative Carl Keul, of Des Moines, presented labor's case before the Lions Club.

"The meeting, which prompted a record attendance, was arranged by R. H. Hoffman, industrial relations director of Omar Incorporated, who is an exponent of labor-management cooperation policies.

Read Teamster Stand

"Mr. Keul spoke extemporaneously and answered questions submitted by members of the club.

"In answering a question regarding his union's attitude toward Communism, Mr. Keul had the club president read aloud the pertinent sections of the Teamsters Constitution which prohibits the membership of Communists in his organization.

"He stated that incidents had occurred where the constitutional provisions had been invoked and declared the Teamsters to be pioneers in keeping their union free of Communist influences.

"Perhaps most startling to his listeners was Mr. Keul's statement that the basic policies of Teamsters International recognized and encouraged profits in business as essential to the welfare of their membership."

EDITORIALS

by
**DANIEL J.
TOBIN**

Taft-Hartley Repeal? When?

The \$64 question before organized labor is: When will Congress repeal the Taft-Hartley Act?

The great victory won by the President last November and the number of pro-labor members elected to the House and Senate indicated, we all thought, that repeal of the oppressive act would be one of the first orders of business of the new Congress.

Mr. Truman made repeal one of his strongest campaign issues. Many a member came to Congress on the strength of his promise to get the act repealed. And yet what is happening?

We are to have "hearings." We are also hearing debates about a "one package" and a "two package" bill. We are hearing all sorts of reasons why the Taft-Hartley Act should not be summarily tossed out the legislative window.

The issue seems clear: Is Congress going to repeal the act or is it not? Is it going to give the voters what they voted for last November, or is it going to double-talk them into another Taft-Hartley bill under some other name?

We hope that labor's friends remember their promises—and act without hesitation on those promises of the election campaign.

Marshall Steps Down

Commenting on the resignation of General George C. Marshall as Secretary of State is a little like writing a footnote to history, for so many events have passed in review since he sent his letter to President Truman. But it seems fitting that mention might be made of the fine public service that the General has performed for his country.

The President called him America's outstanding citizen. He served his country through most of his career as an able soldier and military leader. After a career which had brought care and responsibility enough for more than one lifetime, General Marshall was handed the thankless task of the China

mission. And as if that perplexing situation were not enough, the President then asked him to become Secretary of State at a time when peace and reconstruction were primary problems.

Development of the "Marshall Plan" idea for world recovery may well be remembered in history as George Marshall's greatest public service. While the country regrets that ill health compelled the General to resign, everyone joins the President in wishing our distinguished citizen a peaceful, happy and healthful period of retirement.

Inspirational Journey

Old No. 1776 came to its journey's end just before the inaugural ceremonies in Washington.

No. 1776 is more popularly known as the Freedom Train which has been en route across the United States for more than a year exhibiting 127 priceless documents of America's freedom. The legacy of liberty shown by the train was seen by more than three and a half million persons in 415 days of exhibition.

New faith and inspiration have been drawn from the documents on display as the train, with its smart Marine security guard, traversed the United States from coast to coast and from far North to the Deep South. In addition to the actual exhibition, additional millions read about the train in newspapers and magazines and saw pictures in the newsreels. At every stop the train played to waiting lines and great crowds of eager Americans.

So effective has been the display as a demonstration of our interest in the American heritage that the Attorney General, the Librarian of Congress, and the National Archivist are urging Congress to enact legislation to continue the Freedom Train for another year or two. The next trip of Old No. 1776 would be to the cities of 10,000 to 40,000 in population where, we are all certain, it would prove as spectacular an attraction as it has in the great cities.

Let us hope that this great symbol of freedom and

liberty can be continued in its tours, giving us all renewed respect for the fathers who won our liberties and a deeper sense of responsibility to our present generation, which must preserve them.

Recommended Reading

Too often the messages of the President of the United States lose their interest to the average citizen in less than 24 hours after they are delivered. The newspapers give the speeches or messages attention as a big one-day news story and then pass on to more sensational developments in the world.

But the messages of the President are usually blueprints for future legislative action. And so it has been with President Truman. He sent or delivered four major messages within the first month of 1949, and each is an important element in the legislative structure the Chief Executive is building.

He gave his State of the Union message to Congress and closely followed it with his Economic Report. These two messages were given ways and means of actual translation into action by the annual Budget message. These messages were all addressed directly to the 81st Congress and, incidentally, to the people of the United States.

The fourth message came with Mr. Truman's inauguration as President in his own right. And in this speech he spoke not only to his fellow citizens, but to all the world. This speech was a challenge to the forces of totalitarianism throughout the world. In this speech he recognized the dangers which beset the free world and set forth proposals to meet those dangers.

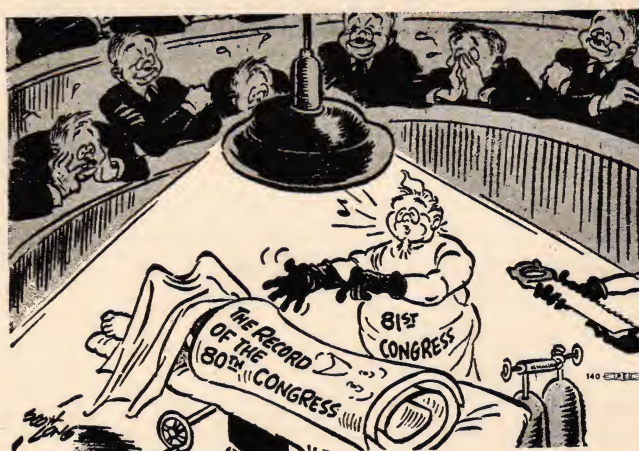
These four messages bear reading again and again by all of us. These messages are more than one-day news stories—they are part of the plans and proposals for our own peace and security. They are of the utmost importance and deserve our close and earnest attention.

It Seemed Inevitable

News from overseas that the World Federation of Trade Unions is cracking up due to the split between representatives of the East and the West should come as no surprise to American Federation of Labor unions in the United States.

The American Federation of Labor has long warned that the WFTU was headed for trouble—that it is impossible for free labor representatives to

"Operation Is About to Begin"



Long in The Minneapolis Tribune

work with the Soviet-dominated groups of the organization. The representatives of the West—the British, Dutch and United States (CIO) representatives walked out of the sessions. Arthur Deakin, of Britain, former president of the WFTU, said flatly, "This is the end as far as we are concerned."

With the delegates of the West departing, the world federation is left completely under Soviet control. And with control of the organization, we may well expect the U. S. S. R. to use the trade group, as it does everything it can, as a weapon of Soviet propaganda.

When the withdrawal of the three groups from the WFTU was announced, the American Federation of Labor applauded the severance of the representatives of the free nations from the Soviet-dominated world organization.

"We are confident," said a statement from the AFL, "that the remaining free trade unions still affiliated with that body (the WFTU) will lose no time in following suit."

There is need for a world union of free labor peoples and their representatives. It has been proved that labor representatives of the free world can work together in harmony. They are proving it month after month in the European Recovery Program: Paul Hoffman, ECA administrator, believes that much of the success of the recovery effort is due to the strong backing the program has from trade union groups throughout the free nations of the earth.

Let us hope that this cooperation can lead to the complete unity of free labor delegates and that never again will freedom-loving nations permit their labor representatives to come under the seductive spell of the Soviet, as in the case of the discredited WFTU.

The Teamsters' Supply System

AS General Secretary-Treasurer, I again take pleasure in directing a word to the secretary-treasurers of all our Local Unions. I wish to discuss primarily the chain of supply between this office and that of the Local Unions.

As you know, the new bookkeeping system has been in effect for a year. A majority of the Local Unions have already converted to the visible card system of keeping records, payment of dues, reinstatements, initiations, etc. This has done away with the antiquated and extremely large ledger which had been supplied by Headquarters.

The change-over has met with almost universal favor. This is indicated by a disposal of almost a million and one-half ledger cards among the local unions despite the fact that a great number of the locals still have not converted to the new system. In not one instance has this office received any complaint about this manner of keeping records although, of course, there has been some disagreement as to card content and occasionally a word about the cabinets. However, the vast majority have seen fit to go along with the new system and it is a real pleasure to report to you that much progress has been made along this line. Further changes to benefit the local unions will be made from time to time.

Supplies Are Available

Those secretary-treasurers who have not as yet converted to the new system are advised that an ample supply of all paraphernalia necessary to conversion is available. That is to say that cabinets, ledger cards, signals, celluloid strips, etc., can be had on immediate notice. The delays that were experienced in the past, due in the main to the shortage of steel, have now been overcome. Those local unions which

New Bookkeeping Methods, in Operation For a Year, Improve Service to Local Unions; Cooperation of Local Secretaries Urged

by **JOHN F. ENGLISH**

have not as yet converted are invited to do so as soon as possible.

It is my desire and that of my staff to give to the Local Unions the best of service in every conceivable manner. An entirely new routine has been inaugurated in this office and the General Secretary-Treasurer feels that any changes which may benefit the local unions, despite any inconveniences that might be visited on the members of his staff, is the best possible way to service our locals.

Errors Minimized

New machines have been installed in the Accounting Department proper to facilitate the handling of per capita payments by the Local Unions. This will be reflected by a new type of receipt which will go forward to the Local Unions in the very near future. These machines will benefit the International, by and large, by using our employees to obtain information which, heretofore, could not be had, and make it available to the Local Unions.

The matter of shipping initiation and per capita stamps has been worked to such a fine point that the office feels few, if any, errors now occur. In the past, a not-too-efficient method of receipting payments by the Local Unions and sending stamps in acknowledgment thereof was in force. Because it is felt that the General Secretary-Treasurer is primarily responsible to the Local Unions and their membership, every step has been taken to insure that payments which are sent into his

office are acknowledged the same day of receipt and that the proper number of stamps is forwarded together with the acknowledgment.

Delivery Questions

It is hoped that at the present time the Local Unions are receiving their due books, day books, voucher and receipt books and all the other supplies within short order and in good condition. In this department also, new machines have been installed which not only are saving the International a great amount of money in postage and express charges, but also are guaranteeing faster delivery to the Local Unions.

Quite often Local Unions write into this office, and even wire, that their supplies have not been received. In the past a duplicate shipment of those supplies has immediately gone forward so that the functioning of the Local Union would in no way be handicapped. Subsequently, it would be found that the original shipment was delivered and the Local Unions then would be in possession of two orders of supplies. This repetition of shipments has occurred so frequently that now the International office no longer will send duplicate orders of supplies, because in every case where the Local Union has complained that the supplies have not been received, it would be revealed that within a day or two the original shipment arrived in good order. Some Local Unions would not even have the courtesy to notify the International office that the supplies

had been received although this office would go to additional expense to place a tracer on the parcel post or express shipment.

Therefore, purely as a matter of better relationship between the office of the General Secretary-Treasurer and the Local Unions, allow a reasonable length of time for supply shipments. Then, if an undue period of time has elapsed, notify this office to the effect and steps will be taken to determine what has occurred. If, within a short time after notifying the International office, the shipment of supplies is received, please notify Headquarters to that effect.

Misplaced Packages

Quite often where several Local Unions are located in one building, a member of the staff of another local will sign for a package. Information has been received that this package is then dropped in the hall of the building and sometimes becomes kicked around, the package broken open, the shipping address lost and then of course the International office is blamed for non-shipment of supplies. No commercial house of business would countenance such a procedure in any one of its offices and you, Secretary-Treasurers should not permit this to happen in your own office. Try, to the best of your ability, to operate as efficiently as those employers with whom you deal, if not better. Otherwise, it may come to pass that if the Local Unions persist in complaining that their supplies have been lost, whereas in reality they have been signed for by some person in the Local Union offices, the International may have to place charges for shipment plus the cost of the supplies against the Local Unions.

A systematic procedure has been initiated to make available at all times and immediately the facts and figures regarding not only the volume of supplies which is being moved out of Headquarters — the volume of which might amaze many of our members—but charts and graphs which immediately indicate

fluctuations in even the most minor details of this department.

It is intended to provide the local unions with the finest service available regardless of what the conditions might warrant. It is the objective to make the system in the International office and that provided for the Local Unions second to none.

A Recommendation

Along these lines it might be well to call attention to the Secretary-Treasurers of the Local Unions that while criticism is often levelled at Headquarters, most of it is entirely unwarranted. Much of this criticism would backfire if the secretary-treasurers were on the receiving end of the Remittance Statements and Supplies Orders which are submitted. The number of mistakes made by the secretary-treasurers in submitting these forms is truly amazing. Most of it is, of course, unintentional and quite often is caused by an overload of work on the secretary-treasurer. However, the fact remains that the lack of signatures on checks, addresses missing on Remittance Statements, the number and the amount of per capita not indicated, incorrect payments, checks not corresponding with the Remittance Statements, checks arriving without any information whatsoever, Remittance Statements not completed, the monthly report on the reverse side of the Remittance Statement in a great percentage of cases not even bothered with and a host of other smaller details collectively create quite a delay in the handling of correspondence and the acknowledgement of payments. These are matters which it might be well for the secretary-treasurers to look into. Bear in mind that no criticism is intended but merely a recommendation which will in the long run redound to the benefit of the secretary-treasurers and their staffs. Just a little more thought, just a little more attention, just a little more outlook for the other fellow's side of the question will form

a chain between Headquarters and the Local Unions which will absolutely guarantee service second to none.

Another matter of importance and one on which all 2,600 delegates to the last convention were in agreement is the matter of the Trustees' Report. This is the report which is signed by the trustees of the Local Unions certifying to the correct financial conditions of their Local Union. Many Local Unions are not submitting this report. Bear in mind also here that the submission of this report is not and was not the idea of the General Secretary-Treasurer but a convention precept. You are duty bound to abide thereby. It may be that it will be necessary to publish a list of those Local Unions not submitting their Trustees' Reports. There are only a few, not too many, but if the majority of the Local Unions are willing to abide by the International Law, then surely these few should, also. It is felt that there is no malice intended here but caused rather by negligence. This matter is brought to the attention of the secretary-treasurers because it is perhaps the desire of the membership of the Local Unions that the Trustees perform their duties and submit these reports. Another report which the Local Unions are somewhat negligent in submitting is the bond notice. All secretary-treasurers are reminded that those officers and employees who handle the monies of the Local Union must be bonded. Notices of these bonds must also be sent to the office of the General Secretary-Treasurer so that in his capacity he can assume fully the responsibility for the membership of seeing to it that their funds are protected.

Bonding of Locals

Many Local Unions are bonding with agencies which charge an exorbitant fee for this service. That, of course, is the business of the Local Union but the International provides this bonding service at a minimum cost because it is able to guarantee

a volume of surety bond business which would warrant a lower fee. There is no objection to the secretary-treasurer bonding himself and his staff through another agency but this stipulation is made: any bond which is written by a company outside of the two agencies recommended by the International should inform this office of the name of the individual covered, the amount of the bond, the expiration period and the bond number. This must be done so that the International will know at all times that those people who have been selected by the membership to take care of their affairs as far as the Local Union is concerned are bonded and that the interests of the membership is protected. Bear in mind also that unless the Local Union abides by the law of the International Constitution that strike benefits may be withheld from the Local Union. This would of course work a hardship on the membership.

An Important Book

Another item of vast importance, and this is directed to each and every member of our International, not just to the secretary-treasurers, is the possession of a copy of the International Constitution. Each and every member should have the booklet containing the rules and regulations of his International Union. It is known beyond a doubt that many times our members are approached by those who are enemies of Labor and questioned on the laws of the International. The member being unable to give an intelligent answer shrugs off the question or replies in a manner which is not to his own interest as well as to the International.

It would be such a simple matter to have handy a copy of the International Constitution to which he could readily refer. Thus, much could be done to lessen the hatred and the ignorance which exists towards Labor. You members can accomplish this by having on hand the source which gives most of the

answers which can take care of the questions asked. Therefore, it is not only suggested but it is highly recommended that each and every member of the International, regardless of the type of job he is holding, be it truck driver, warehouseman, milk driver, bakery driver, inside worker, fruit packer or whatever the case may be, have in his possession at all times a copy of the International Constitution. Read it, study it and in fact memorize certain portions of it for your own good.

A Word of Thanks

In the light of the above, apply to your Local Union Secretary-Treasurer for the International Constitution and insist that the secretary-treasurer provide you with a copy thereof. The members should not apply directly to the office of the General Secretary-Treasurer. Make your request to the Secretary-Treasurer of your Local Union who can obtain a supply of Constitutions without any difficulty whatsoever.

In closing, the General Secretary-Treasurer wishes to express his thanks to those officers in the Local Unions who have done so much to help modernize the system of book-keeping in the Local Union offices. They have been of immense help in making this International outstanding, not only among Labor Unions but also in business in general, since the comment which is coming from certified public accountants who check the records of our Local Unions vouch for this. In general, the cooperation of the secretary-treasurers has made it a real pleasure to deal with them. Without their assistance, of course, the General Secretary-Treasurer could not even hope to accomplish the results which have been attained to the present time. The future looks bright and an even better relationship between the Local Unions and Headquarters is foreseeable.

Again, I and my staff wish to inform the Local Unions that we are at the service of the Local Unions at all times and any reasonable re-

quest for any service whatsoever will receive immediate and thorough attention. This is the objective which has been placed before the staff by the General Secretary-Treasurer and nothing will be left undone to abide thereby. The Local Unions come first regardless of what trouble and cost may be involved.

Honored As 'Best All-Around Fellow'



D. D. Lyall

Brother Don D. Lyall, a charter member of Local Union 844, Fort Dodge, Iowa, won national honors as the "best all-around good fellow in the truck driving profession," at the recent National Truck Rodeo conducted in Washington, D. C.

In 1946, 1947 and 1948 he won first place in the Iowa State Truck Rodeo. In 14 years of driving for the Brady Transfer and Storage Fort Dodge, he has driven over a million miles without an accident.

Carl R. Treband, secretary of Local Union 844, writes: "We are very proud of this member, as he is a fine all around fellow as well as a very fine driver."

FOR MORE than 150 years the Lancaster Pike—now along U. S. 30 in Pennsylvania—has been serving the nation, linking the seaboard to the route westward. This old road has been an important one historically and commercially for far longer than the 154 years it has been known as a turnpike.

The Lancaster Pike literally grew up with the nation and was an important thoroughfare long before the Declaration of Independence of the struggling young Republic along the Atlantic seaboard.

Road of Many Names

This route was known successively as the Indian Path, the Conestoga Road, the King's Highway, the Provincial Road in colonial times, the Continental Road after the American Revolution; the old Philadelphia Road; the Philadelphia and Lancaster Turnpike Road, the Lancaster Pike and in more modern times as a section of the Lincoln Highway and U. S. 30. It is 64 miles from Philadelphia to Lancaster.

Today this section of U. S. 30 serves an important commercial and agriculture section of the country. A cross-section of the bases of American prosperity is served by the teamsters who go over the road on this historic route — shipping bound for the ports of the world; manufacturing of light and heavy machinery and equipment, and agricultural products from the rich and beautiful garden spots of eastern Pennsylvania.

But this road was not always a quick and easy route from the coast to the inland sections. Behind the modern thoroughfare lies a history replete with episodes important to the building of the commercial and



The Lancaster Pike

also the political life of the nation.

The Lancaster Pike was the first toll road to be built with an all-weather broken-stone surface. Incidentally, the word "turnpike" is derived from the practice of using a pole or pike which was turned out of the roadway at toll gates to allow the traveller to pass. The toll gate or "turnpike" lent its name, through custom, to the new type of road designed in the early days to provide all-year, all-weather service. There grew up in America a series of turnpike laws with private corporations chartered by the various states operating private roads at a profit.

Access to Coast

Originally the Lancaster Pike was designed to provide quick and easy access from the coastal areas to the rich "bread basket" section of the new nation. Pennsylvania was bidding for commercial supremacy

against Virginia, Maryland and New York. The state of New York had the largest seaport city and was blessed with quickest and easiest access westward via the Erie Canal to the Great Lakes area. The 2,000-foot climb over the Allegheny Mountains in Pennsylvania was a real handicap, but the energies of early settlers were devoted to turnpike expansion and the Lancaster road became an integral section in an expanding network of highways serving early America.

First traveled by Indians, the route became later a pack-horse route and was later used by settlers, farmers, soldiers, wagons, stage coaches, Conestogas, modern farm wagons, trucks and automobiles. The road was a storm center of an early boundary dispute between Pennsylvania and Maryland which was not settled until the Mason-Dixon survey was made in 1767.

The road has been the scene of



colorful episodes in American history. William Penn is said to have traveled over the route on the way to the Conestoga Indian village for a conference with the Susquehannocks. General John Forbes in 1758 traversed the rough earth road, predecessor to the turnpike in his campaign to wrest Fort Duquesne from the French and Indians.

Historic Background

In the 1780's settlers bound for the Kentucky and Virginia country used the road. During the Revolution the Continental Congressmen, driven from Philadelphia by approaching British troops, escaped on horseback and in stage coaches over what was then called the Provincial Road to Lancaster. And in Lancaster on September 27, 1777, they established the National Capital for one day.

And General George Washington crossed the Middle Ferry floating bridge over the Schuylkill River at High Street on his way to Yorktown where he was to accept the surrender of Lord Cornwallis. It was in 1795 that the "Lancaster Turnpike Road" was opened to travel.

Conestoga wagons rumbled over the turnpike in the War of 1812, transporting ammunition from the factory at Wilmington, Del., to Commodore Perry on Lake Erie. It was not many years later that the



Famed Lancaster turnpike forms an important link in the heavily-traveled route from Philadelphia to Pittsburgh. Once it was a battle trail in Indian warfare.

coming of the steam locomotive spelled the doom, at least temporarily, of the old road. The company was dissolved in 1902.

Turning Point

In the early part of the twentieth century with agitation against toll roads mounting, this route became part of the regular highway system and the old pike became a state highway. With state-aid and road-improvement laws the historic turnpike was destined to take its place as an important modern artery of commercial and pleasure transportation and in 1913 was made part

of the coast-to-coast Lincoln highway. The road was heavily used in both world wars as traffic routes for war supplies, equipment, and troops. In 1925 the road was designated as U. S. 30 as we know it today.

The Lancaster Pike, while not long, provides today interesting sights for the tourist.

Serves Trade Centers

Lancaster and York, two thriving Pennsylvania cities are important as trading centers manufacturing and agricultural centers. The two settlements were named after the famous antagonists in England. York and Lancaster, principals in the War of the Roses. Mennonite and Amish settlements in the Pennsylvania country are among the most interesting bits of Americana. The well-kept farms and carefully tilled fields offer a striking contrast to the rush of truck traffic transporting manufactured goods from factories and carrying goods to Philadelphia and other eastern cities.

But today the pike is important and once again carries forward the original purpose—that of providing quick access from the east toward the rich country of the interior. And no one knows better than the teamsters the importance of this traffic route to the commercial and agricultural life of this part of America.



A six-horse covered wagon, of the Conestoga type, stops at a typical inn on the Lancaster pike. Original sketch is in the National Museum, Washington, D. C.



The Bakers Chuckle With President Truman

The changing fortunes of the political world got a rise out of the Bakers and Confectionery Workers when their *Journal*, commenting on some aspects of the recent inauguration, had this to say:

"Harry Truman will have a quiet last laugh this month—elaborate plans for the inauguration.

"It is well known that the Republican 80th Congress made extensive plans for the inauguration of what they were certain would be a Republican President. Plans were made and money appropriated for a Republican to come back into the White House in regal style. The first Republican President since Herbert Hoover would be welcomed into office as befits the party which had been out of power for 16 years.

"But lo and behold the voters, a good many millions of them, changed the plans. Harry Truman was to be inaugurated. And with the elaborate plans and money appropriated, there was little the Republican Congress could do except smile wryly, change the inauguration committees and go ahead with the inauguration for the man who wouldn't be beaten. For after all, the voters also changed the plans of many members of Congress and voted themselves a new Congress."

The Career of China's Exiled Leader Reviewed

The *New York Times*, on the occasion of what the paper feels is "a journey from which there is no present prospect of a return to power," evaluated the career of Chiang Kai-shek, the orphan boy who became president of China. The paper feels Chiang's career fits logically into three phases: The pre-war years when he seemed likely to bring about the long-desired unification of China. Not generally known is the fact that Chiang helped Sun Yat Sen set up a Hangkow government in 1924 with Soviet help. Later he broke with the Russians. In these pre-war years Chiang was a strong man with good prospects.

In the war years beginning in 1937, Chiang's stature increased even more as, the paper states, "Chiang held China firm

in her resistance to Imperial Japan, to the immense benefit of the Western Powers." The editorial states that in the post-war years his "prestige and authority began to wane as he failed to introduce the new personnel and the democratic reforms that might have stiffened the will of a weary people to resist the march of Communism."

Power Lobby Hit For Propaganda

The power lobby is using a "tortured course of reasoning" in resisting the Tennessee Valley Authority's application for funds to build a new steam plant, says the *St. Louis Post-Dispatch*. The newspaper terms a pamphlet issued by the National Association of Electric Companies "a remarkably illogical brochure."

"TVA is the only supplier of electric power in its area," the newspaper points out. "If it does not supply its customers nobody else will, and the economic development of the Tennessee Valley will be arbitrarily stopped short. This would be a rank injustice under any conditions. Under present circumstances it would be particularly indefensible, for national security requires aluminum for airplanes, and atomic energy, both of which depend on TVA power."

An Old Stand-by Steam Plant



Fitzpatrick in the *St. Louis Post-Dispatch*

GOP Leaders Fight—Ho Hum, Says 'Star'

A bitter fight over the chairmanship of the Republican National Committee aroused this comment from the *New York Star*: "Scott or Reece—Ho-Hum."

Hitting hard, the *Star* explained the political intricacies of the intra-party squabble which threatened to split the GOP into even smaller pieces than Harry Truman had cracked it, then explained:

"The kind of revolt the Republicans need lies not within the palace, but outside. They need something like Bryan's populism, Wilson's New Freedom, Roosevelt II's New Deal. But a party which found even the first Roosevelt too lusty, a party that damned its great LaFollette I, a party that boasted a Norris but never broke ideological bread with him can hardly be expected to keep step with the times. Indeed, were a Lincoln to come along now, we wouldn't give much for his chances with the current party. . . ."

Disappearing Watering Trough, Editorial Topic

The vanishing water trough for thirsty horses is the subject of an editorial in *The Christian Science Monitor*. The removal of watering troughs from the city of Hartford calls the editor's attention to the passing of a once-familiar sight.

"There must be many, nevertheless," says the editor a little sadly, perhaps, "who regret the gradual disappearance of the watering trough. It is a landmark much like the covered bridge. . . . The watering trough was more than a place where a horse could drink deep after a hot day. . . . It was the natural gathering place for farmers from all over the town. While the horses dallied over the cold, clear water these men swapped yarns, talked politics and crop outlook, caught up in the local news and often made a trade."

The editor, in concluding his essay on the trough, says that he "has enough sentiment to hope that some interested group—say a Society for the Preservation of Watering Troughs—will raise six dollars annually to save the mute refreshers of happy memories."

Labor's New Friends in Congress

IN THE vital elections of last November labor succeeded in electing many strong supporters for its general program. In THE INTERNATIONAL TEAMSTER last month were presented photographs of several labor-backed members of the House of Representatives. With this article your publication presents photographs and brief biographical data of six more congressmen on whom labor can count for support.

Barratt O'Hara

Senior in years of service in the cause of liberalism is a veteran legislator from Chicago, Barratt O'Hara, Democrat, from the Second Illinois district. Long a champion of organized labor, he served in 1913 as lieutenant governor of Illinois and also has been in the Illinois State Senate. There, as chairman of the wage committee, he conducted an investigation of low wages paid women workers in stores and factories which attracted national attention and led to the passage of the first state minimum wage law.

For a number of years he was a trial attorney for some ten or more Chicago labor unions and for five years he made the remarkable record of speaking nightly over WCFL, Chicago Federation of Labor radio station, presenting on all public questions the viewpoint of organized labor. For his long record of activity in behalf of labor he was selected to oppose Richard B. Vail, whom he defeated.

Congressman O'Hara has a colorful background. He joined General Shafter's army in Cuba at 16, the youngest American soldier in the attack on Santiago on July 1, and 2, 1898, in which one of his comrades was the late Theodore Roosevelt. At 30 he became lieutenant governor and also served as labor's representative on the late Redfield Federal Board of Inquiry into the

tragedy of the steamship *Eastland* which overturned in the Chicago harbor taking hundreds of lives. At 34 Mr. O'Hara took over the organization of the famous D. W. Griffith's motion picture studies and a year or so later he was again in the Army in World War I in which he served in the 80th and 12th Divisions and following the war he practiced law in Chicago and was defense counsel in more than 200 murder trials. In 1939 he was special attorney with William Sexton for the city of Chicago in traction litigation which ended with a comprehensive unified system of local transportation.

Mr. O'Hara during his colorful past at times was engaged in newspaper work. He has been sports editor of the *St. Louis Chronicle*, *Chicago American*; he has also been cable editor of the *Chicago Chronicle*, Sunday editor of the *Chicago Examiner* and editor in chief of the *Chicago Magazine*. He is also author of several books including a history of the U.S. Constitution entitled "Who Made the Constitution" (with co-author Marie Grove). He is also active in veterans' organizations, including the American Legion, Veterans of Foreign Wars and the Chicago Press Veterans Association.

Sidney R. Yates

"Down with prices — up with houses" was the effective slogan which helped carry another Chicagoan to victory over his Republican opponent. The victor in the election was Sidney R. Yates, Democrat, of the Ninth Congressional district, who defeated Robert J. Twy-

man, incumbent representative.

Mr. Yates entered the campaign a month before the election and conducted a whirlwind drive featuring his slogan and winning by 18,000 votes. The regular Democratic nominee withdrew to become postmaster of Chicago. In his campaign Congressman Yates was backed by the AFL and the CIO, both of which appointed a district governor and both shared joint quarters during the campaign. Many thousands of pieces of campaign literature was distributed for the candidate by trade unionists. Yates was also endorsed by the Americans for Democratic Action and the American Veterans Committee.

Born in Chicago in 1909, Congressman Yates earned two degrees from the University of Chicago, including a doctorate in jurisprudence in 1933. From 1933 to 1935 he was assistant attorney for the Illinois State Bank Receiver, in which position he was assigned to the receivership of more than 500 closed state banks.

In 1936 Mr. Yates was named to the staff of the Illinois Commerce Commission and was soon thereafter named as the commission's traction attorney. In this post he represented the commission in the universal transfer case and at the suggestion of the late Governor Horner, he drafted proposed legislation to permit municipal acquisition of the traction systems in the entire Chicago metropolitan area.

As an athlete in college, he played basketball and baseball and in 1931 was selected for the Big Ten All-Conference basketball team. He is also an expert golfer and holds sev-



Chudoff

Irving

O'Hara

McGuire

Bolling

Yates

ral club championships. He has been advisor in neighborhood settlement work and is a member of the American Veterans Committee and several professional organizations. Congressman and Mrs. Yates have one son, eight-year-old Stephen.

Richard Bolling

Another Congressman who received strong labor support is Richard Bolling, Democrat, of the Fifth Missouri district. Born in New York City in 1916, Mr. Bolling was educated at Phillips Exter Academy, New Hampshire, and the University of the South, Sewanee, Tenn., from which he received two degrees. He also did graduate work at Vanderbilt University.

Five years' service in the U. S. Army took him to Australia, New Guinea, the Philippines and Japan. He entered the Army as a private and his final rank was that of lieutenant colonel. His last duty was assistant to the Chief of Staff of General Douglas MacArthur, Supreme Commander of the Allied Powers. He received the Legion of Merit and Bronze Star for his military service.

During and after his college years he worked with labor and cooperative groups in the South. He also taught high school and college. After his separation from the Army in 1946 he became director of student activities and veterans' affairs at the University of Kansas City. In May, 1947, he was named midwest director of the Americans for Democratic Action and in June of that year he was elected national vice chairman of the American Veterans Commit-

tee. He resigned in May, 1948, to run for Congress.

Congressman Bolling is married to Barbara Stratton Bolling, who has three children by a previous marriage.

Earl Chudoff

Another good friend of labor in the legal profession who was named to the 81st Congress is Earl Chudoff, Democrat, of the Fourth Pennsylvania district. Born in Philadelphia in 1907, he is a graduate of Central High School, the Wharton School of the University of Pennsylvania, and the law school of the University of Pittsburgh; he holds three college degrees. A member of the state legislature, 1941-48, Congressman Chudoff is familiar with legislative problems. Congressman Chudoff is proud of the fact that some of his strongest support came from trade union ranks. He defeated Franklin Maloney, Republican.

John A. McGuire

Another labor-backed Representative who has had experience working with labor unions is Congressman John Andrew McGuire, Democrat, of Wallingford, Conn. For the past 16 years Mr. McGuire has been town clerk of Wallingford, having been elected for eight consecutive two-year terms. For the past eight years he has been president of the Connecticut Town Clerk's Association and has served as chairman of the Democratic State Central Committee. As one who has long been familiar with political affairs in his state Mr. McGuire has served as an adviser on registration of voters to

a labor group and has been actively supported by labor and liberal elements of his district.

Leonard Irving

An outstanding record in Congress is expected of Leonard Irving, who represents the Fourth Missouri district. Congressman Irving comes directly from the ranks of organized labor. He has been business agent of the International Hod Carriers, Building and Common Laborers' Union of America. His career as an officer in the union had followed several years of working as a construction worker on various projects. The Missouri Congressman who is 50 now took out his first union card at 15 when he became a member of the Machinists' Union. By the time he was 19 he had 130 men working under him while an employe on the Great Northern Railroad at Williston, N. Dak., a division point where he had started work as a call boy.

The health of a child compelled Mr. and Mrs. Irving to move to California and while there the future congressman was an extra in the motion picture "The Merry Widow" starring Mae Murray. Another extra in that picture was destined to become known—his name was Clark Gable. He engaged in other jobs on the coast including the hotel business and railroading. Returning East, he entered construction work which led him toward his career with the laborers' union. As a member and official of that union he is familiar with labor's problems. Special attention is focussed on Congressman Irving since he represents President Truman's home district.

REPORT OF RECEIPTS AND EXPENDITURES

JANUARY 1, 1948, TO DECEMBER 31, 1948

Cash balance, January 1, 1948..... \$5,982,208.72

CASH RECEIPTS

| | | |
|--|---------------|------------------------|
| Initiation fees | \$ 438,053.35 | |
| Per capita fees..... | 3,300,301.80 | |
| Supplies | 257,441.37 | |
| Charters | 525.00 | |
| Interests on investments..... | 346,875.00 | |
| Local union refunds and miscellaneous..... | 22,657.46 | |
| R. W. Butler, insurance refund..... | 1,031.95 | |
| Surety bond refunds..... | 13,000.00 | |
| Insurance claims | 1,796.92 | |
| Sale of equipment..... | 6,365.00 | |
| Sale of Stock..... | 1,463.06 | |
| Equipment refund | 3,218.81 | 4,392,729.78 |
| | | <u>\$10,374,938.50</u> |

CASH DISBURSEMENTS

| | | |
|---|--------------|-----------------------|
| Officers' and organizers' salaries..... | \$416,033.90 | |
| Less withholding tax..... | 52,807.92 | |
| | | \$363,225.98 |
| Organizing expenses..... | | 221,848.31 |
| Salaries of general office employes..... | \$47,422.12 | |
| Less withholding tax..... | 3,921.60 | |
| | | 43,500.52 |
| Chicago office expenses..... | | 1,962.63 |
| Memphis office expenses..... | | 3,783.74 |
| San Francisco office expenses..... | \$11,622.18 | |
| Less withholding tax..... | 436.20 | |
| | | 11,185.98 |
| Washington office expense..... | \$15,851.08 | |
| Less withholding tax..... | 1,004.30 | |
| | | 14,846.78 |
| "International Teamster" Magazine..... | 478,728.19 | |
| Organizing campaign expense..... | 109,200.00 | |
| Miscellaneous organizing expenses..... | 9,007.88 | |
| Donations to subordinate organizations..... | 244,950.00 | |
| Donations to allied organizations..... | 75,010.00 | |
| Donations to public causes..... | 6,911.50 | |
| Postage | 11,326.00 | |
| Telephone and telegraph..... | 18,865.53 | |
| Printing (local union and office supplies)..... | 438,558.17 | |
| Local union seals and stamps..... | 74.77 | |
| Rent | 13,200.00 | |
| Per capita tax to affiliates..... | 238,574.02 | |
| Express and cartage service..... | 4,409.30 | |
| Office and shipping supplies..... | 5,546.52 | |
| Social security and unemployment taxes..... | 7,023.46 | |
| Withholding taxes | 58,602.42 | |
| Lapel buttons | 2,401.90 | |
| Attorney fees and disbursements..... | 42,714.28 | |
| General office expenses..... | 24,383.16 | |
| Auditing service | 875.00 | |
| Expenditures authorized by G. E. B..... | \$13,256.27 | |
| Less withholding tax..... | 432.40 | |
| | | 12,823.87 |
| Transfer of funds | 7,500.00 | |
| Property taxes | 2,127.97 | |
| Government security purchases..... | 1,003,278.18 | |
| Insurance and security bond premiums..... | 7,833.59 | |
| Miscellaneous advertising..... | 592.97 | |
| Local union refunds..... | 11,302.47 | |
| Public stenographer | 506.85 | |
| | | <u>\$3,496,681.94</u> |
| | | <u>\$6,878,256.56</u> |

STATEMENT OF NET WORTH FOR THE PERIOD ENDING DECEMBER 31, 1948

| | |
|---|------------------------|
| Certificate of deposit—Union Trust Company..... | \$1,000,000.00 |
| Cash on Deposit: | |
| Indiana National Bank, special account..... | 5,311,350.04 |
| Union Trust Company, special account..... | 400,000.43 |
| Canadian Bank of Commerce, special account..... | 79,807.59 |
| Indiana National Bank, regular account..... | 87,098.50 |
| Securities: | |
| United States Treasury Bonds..... | 12,950,000.00 |
| United States Savings and Defense Bonds..... | 750,000.00 |
| Dominion of Canada Bonds..... | 100,000.00 |
| Net cash and securities, December 31, 1948..... | <u>\$20,678,256.56</u> |

Teamster Praised For Rescue Work

Brother Oscar Grimes, a member of Local Union 745, Dallas, Tex., has received praise for his actions following an automobile accident on Highway 199 between Jacksboro and Springtown, Tex.

Bringing his truck to a halt, Grimes rendered first-aid to a woman and her two infant children injured in the accident, then telephoned the mother's parents at Dallas.

The incident would have gone unrecorded had not the parents later written to Don Vestal, president of Local Union 745, expressing their warm appreciation for Brother Grimes' timely help and assistance.

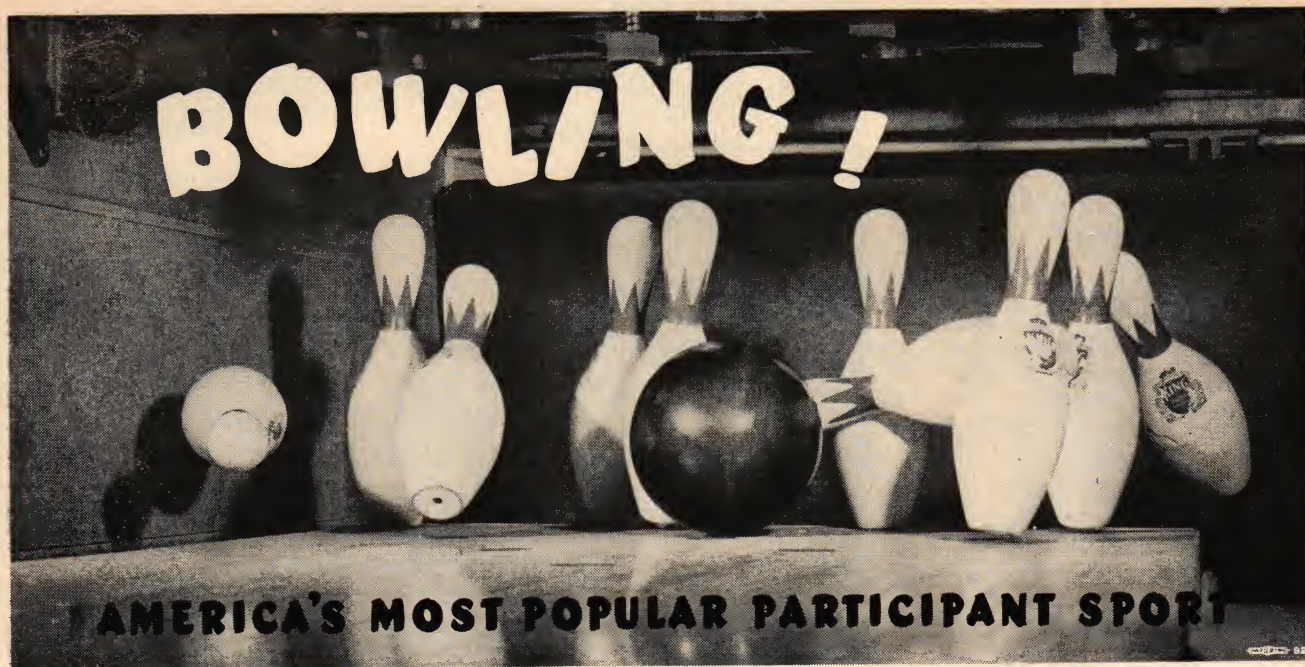
Organizing Drive Gets Underway

(Continued from page 12)

Frank Holland, 504, Boston, Mass.; Leo J. Bauer, 233, Indianapolis, Ind.; George O'Hara, 554, Omaha, Nebr.; F. W. Gibson, 730, Washington, D. C.; George Kane, 892, Jersey City, N. J.; William D. Nicholas, 853, Oakland, Calif.; Lawrence C. Camie, 688, St. Louis, Mo.; H. J. Elmore, Jr., 728, Atlanta, Ga.; E. R. Belles, 375, Buffalo, N. Y.; Gordon R. Conklin, 120, St. Paul, Minn.

W. L. Williams, 117, Seattle 9, Wash.; Joseph Bernstein, 781, Chicago, Ill.; Henry M. Stevens, 118, Rochester, N. Y.; Jack W. Estabrook, 20, Portland, Oreg.; Thomas P. White, 860, San Francisco, Calif.; Thomas A. Greene, 738, Chicago, Ill.; Edward J. Loehr, 3, Collinsville, Ill.; Leo H. Morgan, 388, Ottumwa, Iowa; Chas. J. DiGuardo, 570, Baltimore, Md.; Russell Brown, 322, Richmond, Va.; Gene Williams, 544, Minneapolis, Minn.; M. R. Dixon, 745, Dallas, Tex.; Frank A. Rebhan, 175, Charleston, W. Va.; John M. Lenzian, 197, Cleveland, Ohio; Otto H. Frobe, 100, Cincinnati, Ohio; Lee Quisenberry, 255, Kansas City, Mo.; Ed J. Slater, 37, Newark, N. J.; Basil French, 633, Manchester, N. H.; Al Hy-lak, 251, Providence, R. I.; S. P. Jason, 59, New Bedford, Mass.; John Cislowski, 200, Milwaukee, Wis.; and Homer Ford, 595, Los Angeles, Calif.

Members of the National Truckaway and Driveaway Policy Committee are: James Hoffa, chairman, 299, Detroit, Mich.; Albert C. Helm, secretary, 964, Cleveland, Ohio; Don Vestal, 745, Dallas, Tex.; H. J. Elmore, Jr., 728, Atlanta, Ga.; Thomas Healy, 557, Baltimore, Md.; William R. Walsh, 449, Buffalo, N. Y.; Dale Ferris, 604, St. Louis, Mo., and T. C. Brayton, 232, Flint, Mich.



THIS is a story about bowling. It is a story about some 20,000,000 Americans—men, women and youngsters—who, sometime during the year, find their way to the nation's tenpin centers.

It is a story about America's most popular participant sport. It is a story about men and women who have achieved national acclaim as tenpin champions; it is a story about millions of John and Jane Does who are regarded as bowlers of average skill; it is a story about millions more who will always be classed as "dubs," but who get just as much competitive fun out of the game as do the champions.

Began as Outdoor Sport

The game of tenpins was an outdoor sport until sometime in the 1880's, when Joe Thum (pronounced Tum), a New York tavern man, set up two alleys in the backroom of his grog shop. Joe did it as a business promotion. He always allowed his customers to play for nothing. But soon he had a waiting list, and when he found that the customers were willing to pay for the privilege of bowling, Joe pioneered the bowling business of today. It wasn't long until indoor bowling centers sprang up in all parts of the country.

Interest increased so over the next few years, that a group gathered in old Beethoven Hall in downtown New York in 1895 and organized the American Bowling Congress. The Congress, incidentally, is now the largest sports association in the Western Hemisphere.

To the American Bowling Congress must go the major credit for making bowling the sport it is today. The ABC conducted its first national tournament in 1901. The meet, now the biggest of all sports competitions, has been held annually ever since, with the exception of the war years of 1943, 1944 and 1945.

In 1916, a group of women put their heads together in St. Louis and organized the Women's International Bowling Congress, which has done for women in bowling what the ABC has done for men. Meanwhile, the National Duck Pin Association was formed to govern duck pin bowling and groups were organized to oversee the games of rubberband duck pins and candle pins.

Women have always shown enthusiasm for bowling, but they really invaded the sport about 25 years ago, which invasion gave the cue to the bowling manufacturers and bowling proprietors. Bowling soon moved from basements, back rooms of saloons and upper floor lofts to the modern tenpin palaces.

Today, no matter where you go, you can find facilities for bowling. And no matter where you go, you'll find that the demand for the sport still exceeds the facilities for play.

Who bowls? You can answer that question best by replying, "Who doesn't?" Every walk of American life is represented on the bowling mapeways. About one-fifth of the nation's 20,000,000 tenpin toppers are women.

Industry is represented by pinmen and pinwomen, from the executive staff to the most menial of work. Professional men and women find relaxation at the bowling center. College and high-school students bowl in interscholastic and intramural competition. Fraternal, labor and welfare organizations encourage bowling in their programs. Churches sponsor the tenpin sport. Physicians, physical educators and beauty experts recommend the game for health's sake.

Why does America bowl?

This tenpin sport has captured the fancy of Mr. and Mrs. America because it is a participant sport. You don't sit back and watch others perform. You per-

form yourself. It is a game which offers healthful exercise, spirited competition, complete relaxation, and outlet for pent-up emotions and a meeting place of good fellowship. It is America's hobby and being a hobby, "It drains off cares and strain caused by the tempo of the times. It stimulates us socially by contact with other enthusiasts and it tends to increase our mental alertness as new fields of knowledge become involved."

Champions of the Game

While bowling is a game of participants, it, nevertheless, has its champions; and when the topflight bowling men go to work in tournaments, sweepstakes and classics, they usually perform before packed houses.

The outstanding name in bowling today is that of Andy Varipapa of Hempstead, Long Island, who combines championship pin-dropping skill and a lot of showmanship. Varipapa zoomed to the heights in December of 1947 when he won the individual match game championship for the second straight year. A few months earlier, Andy teamed up with Lou Campi of New York to win the national match game doubles title.

Another bowling star, who has held, is holding and will win more titles, is Ned Day of West Allis, Wis., a stylist, who won the individual match game title five times, shared the double titles and bowled on two national match game teams.

Then there's Joe Wilman of Chicago, twice ABC all-events champion, a former national individual match game titleholder, and the fellow who holds most of the high averages for annual competition in the ABC's national tournament.

Buddy Bomar of Chicago proved that bowling is a big money sport for tenpin stars, when during the 1946-47 season,

he amassed winnings that exceeded \$17,000, a new season high for cash awards to a single bowler. Bomar, too, is a former individual match game champion; he shared the doubles title and, at present, he is captain of the Tavern Pales of Chicago, the national match game team champions.

Bowling, too, is a great game because of its oddities in performance, its great matches of the past and present and its wealth of stories. Alibis are out in bowling. Good bowlers blame themselves for inept performance, not the pins or alley conditions. Chuck Collier, one of the real oldtimers, gets credit for bowling's greatest squelch.

An alibi artist came up to Collier one night and asked, "Chuck, where's the closest river?"

"Why?" Collier wanted to know.

"I'm going to toss this blankety-blank ball right into the middle of the first river I find," the guy explained.

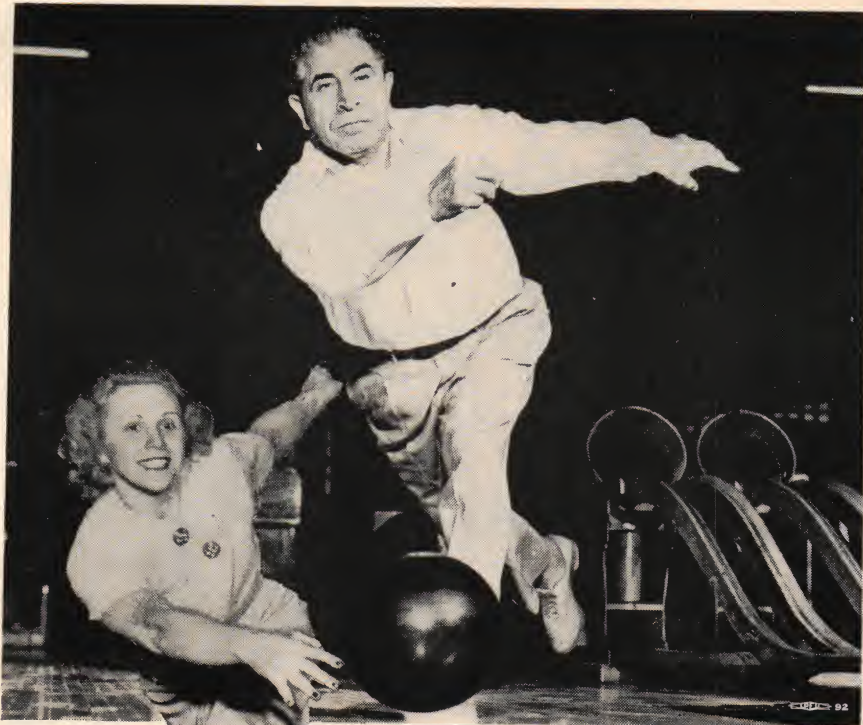
"Yeh?" said Collier. "I saw you bowl tonight and I don't think you can hit the river."

Study of the game of bowling reveals that the tenpin pastime is the most popular sport on industrial recreation programs. All surveys show that bowling outranks all other sports among industrial workers as the choice of men workers, as the choice of women employes, on a co-recreational basis (men and women bowling together) and as a family recreation.

Many Teams Sponsored

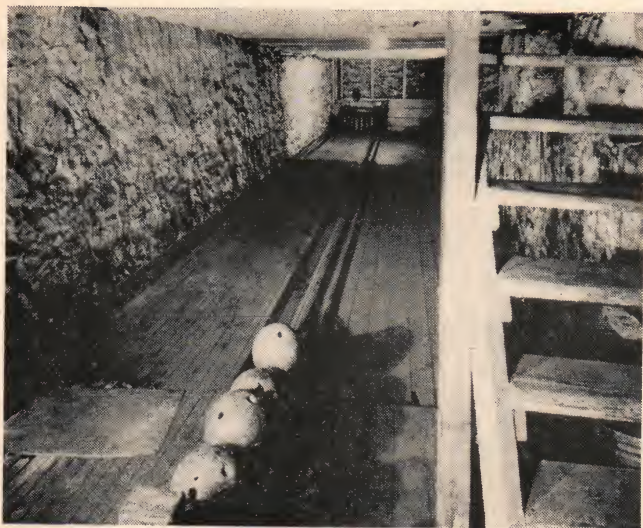
The list of teams entered each year in the annual tournament of the American Bowling Congress reads like a page from a directory of industrial firms. All types of businesses are represented, and many firms sponsor two or more teams.

So bowling carries on as the nation's most popular participant sport. Perhaps the basic reason for the game's widespread appeal is that it recognizes no age limits. While contestants in other sports, such as football, baseball,



Champion of bowling champions is Andy Varipapa of Hempstead, Long Island, N. Y., who won the national individual match game championship in 1947 and 1948. Tops among women bowlers is Catherine Fellmeth (left) of Chicago. A former WIBC all-events champ, Catherine won a man's tourney in California last summer.

basketball, track and field, etc., have a limited career, most of them retiring from active competition in the late twenties, bowlers keep at their game all their lives. And while bowlers continue to bowl, the game becomes the melting pot for all other sports, as athletes in other lines take up bowling at the conclusion of their activity in the other sports.



Today's bowlers, enjoying themselves in tenpin palaces, would find it hard to believe that indoor bowling once thrived in this early setting, a dingy, dark basement of a bar.



Far cry from backrooms of saloons and basements where bowling got its start are modern bowling centers, gleaming with good equipment and a wholesome atmosphere.

Norwegian Unionists Visit U. S.

CONVINCING evidence of the working of American democracy and production methods was shown to a group of seven Norwegian trade union leaders who recently completed a three-week whirlwind tour of production centers under the sponsorship of the European Cooperation Administration.

The Norwegian mission was brought to the United States by the ECA, supervising agency of the Marshall Plan operation, under its technical assistance program. A major concern of the delegation was that of acquiring and assembling information helpful in rebuilding Norway's skilled labor force.

Headed by Haakon Lie, secretary general of the Norwegian Labor Party, the delegation included representatives of the electrical, aluminum, sheet metal, food processing, and paper industries. After a brief stop in New York the mission moved to Washington for conferences with Paul Hoffman, ECA administrator, Secretary of Labor Maurice J. Tobin and numerous technical experts of the government.

The delegation visited New York, Washington, Pittsburgh, Cincinnati, Detroit, Youngstown, Ohio, and Knoxville, Tenn., in its quick production tour.

The members of the delegation in addition to Mr. Lie, included the following:

Kaare Hansen, president of the Oslo Federated Unions. He is an electrical mechanic with the Kure Company, manufacturers of transformers and power equipment.

Edvard Stenklev, president of the Norwegian Paper Industry Union.

Mathias Osland of the Aluminum Workers Union.

Alf Rummelhoff, head of the Confectionery Workers Union, Oslo.

Hans Johnsen of the Sheet Metal Workers Union.

Egil Ahlsen, an industrial engineer with the Norwegian Federa-

Labor Leaders from Europe Study American Production and Democracy at Work; Many Crafts are Represented in Guest Delegation



NORWEGIAN TRADE UNION MISSION—(Left to right): Alf Rummelhoff; Egil Ahlsen; Mathias Osland; Hans Johnson; Edvard Stenklev; Bert M. Jewell, ECA labor adviser; Kaare Hansen; Clinton Golden, ECA labor adviser (seated); and shaking hands with Mr. Hoffman is Haakon Lie (right), delegation chairman.

tion of Labor, specializing in training techniques and apprenticeship programs in industry.

A highlight of the trip was a dinner given for the delegation by the American Federation of Labor at which high officials and members of the Executive Board were present in Washington, D. C.

The visiting trade unionists were guests of the AFL Canning and Pickle Workers Union No. 325 when the delegation visited Pittsburgh. Not only were the visiting unionists able to observe American production methods, but they obtained impressive data on the worldwide shipment of foodstuffs from American food processing plants. During the Pittsburgh visit the delegation attended a meeting of the AFL food workers local and witnessed a typical union in action.

Tool, die, food manufacturing, and machinery plants were visited in Cincinnati. At the Detroit stop-over the Norwegians visited automobile works and tool and die factories.

Another highlight of the quick tour taken by the Norwegian trade

unionists was the visit to the Tennessee Valley Authority. In addition to visiting plants in the TVA area, the mission members were given an opportunity to see some of the Authority's installations and facilities and to talk with technicians, engineers and officials of the TVA.

While at Knoxville they participated in a round table discussion on production and labor-management problems with the Tennessee Valley Authority Trades and Labor Council, an organization representing some 15 American Federation of Labor unions and a large independent, the International Association of Machinists, in their negotiations with the TVA.

One of the technicians whom the mission members met is a TVA staff engineer, Norwegian-born and educated. He was able to note comparisons in problems of hydroelectric developments in his native Norway and in the Tennessee Valley.

The Norwegian mission left by plane January 24. This mission was scheduled to be followed by one from Denmark and later by one from Great Britain.

Local 211 Observes Anniversary

*Newspaper, Magazine, Film Delivery Drivers
Pioneered Teamster Movement in Pittsburgh*



Executive Board members of Local Union 211 are, left to right (standing): W. Dixon, recording secretary; J. P. McHale, president; B. Hildebrand, trustee; and W. Mather, vice president. Seated: J. Nellis, trustee; J. S. Boucher, secretary-treasurer; W. McGrath, trustee. The celebration was marked by a dinner.

Members of the Newspaper, Magazine and Film Delivery Drivers, Helpers and Handlers, Local 211, recently celebrated the local's 20th anniversary at a dinner at the Hotel William Penn, Pittsburgh, Pa.

Henry G. Burger, International organizer of Chicago, who was instrumental in organizing the local, was guest of honor. In an inspiring address, Mr. Burger cited the difficulties which presented themselves when Local 211 was organized; he contrasted these obstacles with the favorable conditions which exist today in the field of organization. Mr. Burger then directed his remarks to the wives of union men, urging them to encourage their husbands to attend union meetings and to take an active part in maintaining the strong position of their local.

Among the speakers at the banquet were: M. J. Dorsey, president of Pittsburgh Central Labor Union; David L. Lawrence, Mayor of the City of Pittsburgh; John J. Kane,

County Commissioner and also president of Newspaper Printing Pressmen, Local 9; J. P. McHale, president of Local 211, and Harry Tevis, president of Milk Drivers, Local 205, who acted as toastmaster.

Local 211, as Mr. Tevis pointed out, was a pioneer in the Teamster movement in Pittsburgh. This local gave freely of its physical and financial support in organizing other Teamsters in the Pittsburgh District. So strong was their belief in unionism that two of their number gave their lives in a strike which culminated in a successful effort to organize another local. The families of these two heroes were guests at the banquet.

In the trucking industry free enterprise has become free-booting.

Management representatives of the companies with which Local 211 has contracts also attended the dinner.

A floor show followed by a dance concluded the festivities.

Trucking Companies Move on Shoestring

(Continued from page 3)

ident of Greyvan Company of Chicago, testified that his firm uses nothing but independent owner-operators; leases 114 tractor-trailers; won't use gypsies because service would be impaired, equipment would not be uniform. The owners of Greyvan have \$150,000 invested in the business; the estimated cost to replace all vehicles owned by the drivers is \$1,123,150. New owner-drivers are obtained through newspaper advertisements, and other channels. Two Greyvan drivers, B. J. Coleman, Denver, Colo., and Stephen Rokiski of St. Louis were requested by Schertzberg to come to Washington to testify. Of course, they did so. They said they thought they were making high wages.

As the record in this case unfolds, it becomes increasingly clear that a vast number of motor carriers are daily soliciting business and accepting orders for service far beyond the capacity of their own facilities. The "gypsy," paying tribute to the certificated carrier for permission to use the free highways of our nation, is exploited by an avarice that knows no bounds. The privilege of granting the use of our highways to new truckers should never have been forfeited by the I. C. C. to the "shoe-string" elements in this industry. It is inconceivable how the I. C. C. can bestow and continue in effect nationwide rights to an outfit that hasn't any more capital invested than the owner of a road-side diner.

Reports on the results of hearings to date were given at the Chicago Conference of National Trades Divisions which met January 17-21. Senator Burton K. Wheeler, special counsel, and Albert Woll, national counsel of the International Brotherhood, gave a report on the legal aspects of the hearing. Frank Tobin of the General Office, and Albert Evans, Over-the-Road Policy Committee secretary, gave additional details on the hearing.



Windshield Spray Combats Ice Coating

A liquid windshield de-icer, recently introduced, will remove ice that already coats the windshield and leave a protective film which retards formation of new ice, according to its manufacturer. By applying the spray on windows of cars left outside overnight, the manufacturer adds, the formation of frost may be prevented. The spray is said to retain its effectiveness below temperatures of—15 degrees, Fahrenheit.



Claims Fuel Injector Increases Engine Power

A new fuel injection system, easily installed and controlled through connection with the accelerator, has been marketed. The new device is said to increase, in proportion, the amount of special water solution injected into the carburetor as the supply of gasoline is increased.

The manufacturer says injecting a water solution into the carburetor increases engine power around 25 per cent, eliminates knocks due to pre-ignition and reduces carbon deposits. Unit is made for all makes and models of cars and light trucks.



Portable Washer Runs Wash Solution, Rinse

A new portable auto washer uses a pressure tank and a method of feeding either the wash solution or rinse water, as desired, from the same rotating brush.

The pressure tank serves as a mixing chamber and reservoir for the wash compound as well as a means for increasing pressure of the regular water supply.

Unit consists of the pressure tank, 25 feet of synthetic twin hose, the mixing manifold, rotating brush and all other necessary hose and connections.

All-Welded Bottler's Truck Body Made

An all-welded, all-aluminum bottler's truck body, reportedly the first of its type ever produced, was recently manufactured by a Mobile, Ala., firm using inert-arc welding equipment. Weighing approximately half as much as a conventional steel model of comparable size and capacity, the new beverage carrier was produced using a 200-amp a-c welder, a machine specifically developed for the welding of aluminum, magnesium, stainless steel, and kindred metals without oxidation or discoloration.

"At first," the engineer said, "we were skeptical of the advisability of such a project. We couldn't get the proper shapes of aluminum, both riveting and gas welding were impractical for this application, and the cost to the consumer would be very high."



New Lamp Tester Placed on Market

A new speedy, shockproof tester for automotive lamps has been announced.

The tester is now available to service stations, auto accessory stores and other dealers.

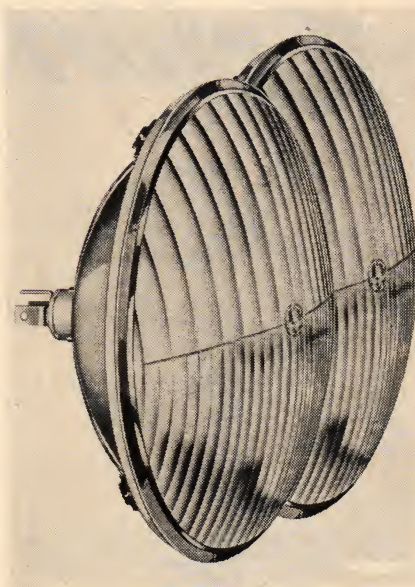


Four sizes of outlets on the tester make possible on-the-spot checking for the entire line of automotive lamps, ranging from a tiny instrument panel bulb to a sealed beam headlamp or an automotive spotlight.

Instead of the lamp itself burning on test, the glow of the indicator lamp in the tower of the tester proves that the filament in the lamp being checked operates satisfactorily. For lamps with two filaments the indicator lamps glow in both towers.

Names of makers of the products described on this page may be obtained by writing New Products, THE INTERNATIONAL TEAMSTER, 810 Rhode Island Avenue, N. E., Washington 18, D. C.

Fog Beam Unit Said Great Aid to Safety



A new sealed beam type replacement headlight unit has been announced that offers something new for safer headlighting on cars and trucks, the manufacturer reports.

A triple reflector system of light control is used that eliminates all uncontrolled light. Properly aimed, the down beam is used not only for dimming purposes, but is also an excellent fog light, and very good in rain, mist and snow. The upper or driving beam is powerful and wide-spread, lighting the highway ahead with a minimum of glare.



Extension Hand Light Claimed Spark-Proof

Made of non-metallic materials, an extension hand light that is spark-proof and contains no metal exposed parts has been introduced. The lamp guard is made of high-impact, red, non-metallic material.

When lighted, the guard throws off a red glow as a safety signal. A phosphorescent hand light of the same make is available which will glow several hours after the light is extinguished. A triple seal assures complete waterproofness.



Heated Scraper Gets Underside Tars, Gums

An electrically-heated scraper, now available, is said to be helpful in removing paint, tar, or gum and for scraping the underside of doors, bodies and fenders.

Thermostatically controlled, the scraper has a blade unit made of a copper alloy, tempered to retain its edge. The unit reaches working temperatures in two minutes and maintains 450 watts. Blade screws into heating element and can be removed for quick changeover.

Relax WITH US

History in the Baking

The newly-married truck driver eyed the grayish concoction with misgiving. Bravely he dug a spoon into the mystery and began to eat. After a few moments he straightened himself, eased his collar a little, and asked, "What do you call this, darling?"

"Date pudding," beamed his bride.
"Oh, yes," he breathed, "But—er—what date?"

★

Technical Error

One morning Brown looked over his garden wall and said to his neighbor: "What are you burying in that hole?"

"Oh," he said, "I'm just replanting some of my seeds, that's all."

"Seeds!" shouted Brown angrily. "It looks more like one of my hens."

"It is. The seeds are inside."

★

Bean Having Success

A small-time salesman treated himself to a ride from Boston to New York on the Millionaire's Special. Thrilled by the train's luxuries, he finally entered the club car where Wall Street Midases were discussing business.

"A bad week," he heard one capitalist complain. "We netted only \$130,000."

"It was better for us," said another. "Wheat was hot and we cleared \$250,000."

Man after man told of such profits. Suddenly, all eyes centered on the little salesman and someone asked, "How's your business?"

"So-so," he shrugged. "Last week yellows were off half a million, but reds were up a million, and blacks up four million."

Eyebrows raised in wonder. Then one Midas respectfully asked, "What's your business?"

"Me?" sighed the salesman. "I sell jelly beans."

★

Life with Father

It was the first day of school and the teacher was going from desk to desk, making the acquaintance of her new class. Stopping in front of the desk of little Mehitabel, the daughter of a trailer manufacturer, she inquired, "What is your father's name?"

"Daddy," replied Mehitabel.

"Yes, I know that," said the teacher, "but what does your mother call him?"

"She doesn't call him anything," was the girl's sharp reply. "She likes him."

Watch the Budget, Dear!

The traffic rate clerk was teaching his wife to drive. Halfway down the hill she gave a scream of horror. "George, she cried, 'the car is running away. Can't you stop it?"

"No," replied the rate clerk, "I can't reach the controls. Use your brakes. Use your brakes."

"I can't; they must have failed," wailed his wife.

"All right," he said sitting back, "brace yourself and try to hit something cheap."

★

Speak English, Please!

A rich old Aunt was paying her nephew's college expense, and her visitor asked her if it was expensive.

"Well," said the aunt, "language runs pretty high. My check this month covered \$10 for English, \$20 for Latin, and \$110 for Scotch."

★

Patient Progress

The tank fleet operator was convalescing from a major operation. His doctor was afraid that the new nurse wasn't paying as much attention as she should to her patient's health. Calling her out into the hallway, he demanded, "Miss Green, have you kept a chart of the patient's progress?"

"No, sir," she said, blushing becomingly, "but you may look at my diary."

★

Girls Will Be Smart

A little girl about 6 years old went into the home office of Fleety Fleet Express and asked to see the president. A smiling secretary showed her into his office. She explained solemnly that her girl's club was raising money, and would he please contribute?

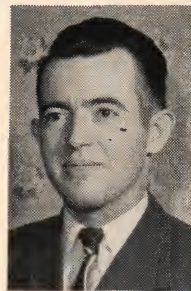
The president laid a dollar bill and a dime on his desk and said, "You take whichever one you want."

She picked up the dime and said, "My mother always taught me to take the smallest piece," but picking up the dollar bill also, she added, "but so I won't lose this dime, I'll take this piece of paper to wrap it up in."

Heroic Rescue Effort Wins Award

Joseph McGinty, a member of Local Union 726, Chicago, has received the Chicago Park District's

"award of the month" for his unsuccessful but heroic attempt to save the life of a drowning boy in Garfield Park Lagoon on July 6.



Mr. McGinty

While on duty at the park, Mc-

Ginty was told by a park visitor that a young boy had disappeared from view while swimming. Upon reaching the lagoon, McGinty removed his clothes and dived into the water. He continued the search until exhausted. The body of the nine-year-old boy was later recovered by police.

Teamsters Honored For War Service

Headed by Governor-elect Paul A. Dever, of Massachusetts, a group of notables and Gold Star Mothers recently attended services at the Bradford Hotel, Boston, in honor of 75 hero members of Local Union 25 who made the supreme sacrifice, and 1300 others who served in World War II.

Mr. Dever paid homage to the memory of the departed heroes and lauded the patriotism of the veteran members of the union.

President James V. Hurst, of the local, officiated at the ceremonies and Nicholas P. Morrissey, general organizer, represented Daniel J. Tobin.



UNION SERVICE

INTERNATIONAL BROTHERHOOD OF TEAMSTERS

MAINTENANCE AND REPAIRS

AMERICA'S A.F. of L.

Buy Supplies where

SYMBOL IS DISPLAYED

Sometimes women have to carry the banners

PERHAPS you'll see the story of Joan of Arc, as portrayed on the screen by Miss Ingrid Bergman.

It's a thrilling episode in the world's history, proving that sometimes a *woman* must take the lead in the fight she believes in.

Modern women, too, must often pick up the banners . . . in *their* struggle for the security and well-being of their family.

Though earning the necessities of life is primarily a man's job, sometimes it takes a *woman* to *insure* her family's future by setting them on the *only sure road* to security . . . through adequate, regular savings.

For the modern woman, there is one fool-proof method of winning her fight for savings. It's United States Savings Bonds—an investment with the soundest backing in the world . . . an investment that pays back *four* dollars for every *three*.

And there are two foolproof savings plans, too. One is the Payroll Savings Plan, for those on a company payroll. The other is the Bond-A-Month Plan, for those not on a payroll, whereby bonds are purchased through the checking account.

If your home is your career, urge your husband, and all other working members of your family, to start now—today—on the bond-saving plan for which they are eligible.

If you are working, sign up yourself at your firm or bank, and influence the other working members of your family to do the same.

Soon the bonds will start piling up.

Soon you'll know that confidence in the future which only comes through saving.

It's a wonderful feeling for anyone. And for a woman—how doubly wonderful!

**AUTOMATIC SAVING
IS SURE SAVING
U.S. SAVINGS BONDS**



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*The Sign
of
Dependability*

*"It's Close
to My
Heart..."*



WHY? Because it's close to my pocketbook! I know that by spending my Teamster-earned dollars with fellow-Teamsters, I can make that Union Shop Card mean more to me and to them. I always buy at the sign of that Shop Card . . . and so should you! It's my year-around Valentine—make it yours!

**Spend your wages
the union way**